CYCLE NEWS

WEST

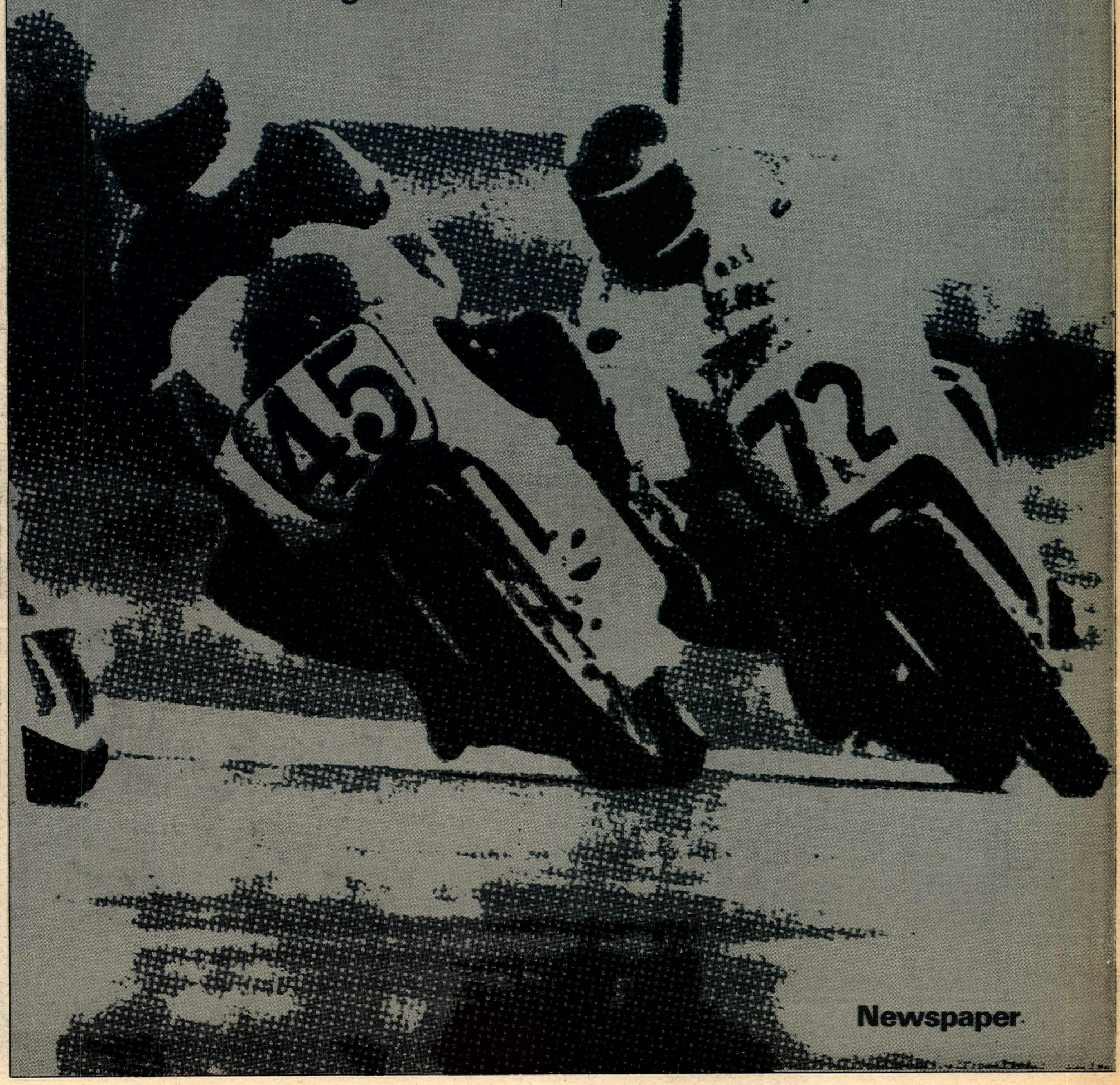
Volume X Number 33 August 28, 1973 50¢

Pocono: Nixon again! Long wins Combined

Test: Dos Bultacos

International MX: DeCoster regains 500 title

D-37's top 10 enduro riders: How they do it



Newspaper

MIKKOLA AND HUSKY TAKE TRANS A. M. A. SERIES

Heikki Mikkola flew around the Unadilla, N.Y. motocross course to win both motos in the final race of the series aboard a 250 Husky. This gave him the win for the series and the race and the manufacturer's trophy for Husqvarna.

Consistent performance is what it takes to win this kind of series—as well as the *BAJA 1000*—the *BAJA 500*—and the *MINT 400*. The TOUGHEST, MOST IMPORTANT EVENTS OF THE YEAR. Races that prove reliability and durability. Races like the INTERNATIONAL 125 GRAND PRIX at St. Charles, Mo. where Husky 125 mounted Nils-Arne Nilsson and Bob Grossi took the overall win in 1st and 2nd place.

Whatever the size, whatever the race, if it's in the dirt Husky will be in the win column. Check all the results, then see your dealer . . . **FLY HUSKY FIRST!**

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VOICES OF THE WEST

Sic

'Unbelealivable" Marchs Resigning AMA, and Mr. Claytons Statements;

This letter is in reference to first of all Mr. Russ Marchs resignation from the AMA and how it seems to have been a power play by the motorcycle news medias supposedly number one motorcycle newspaper.

I have personnaly in my own way been envolved in a fight against the AMA and etc. But after some consideration I found that I did not really understand the programs that the AMA stood for. This was due to by a great part my lack of knowledge, of the AMA.

I now after having become more closly involved with District 36 and the AMA feel that what has happened in the past few weeks could if not watched very closly by the AMA membership by our own down fall. The AMA has within the past few years made some raalistic changes, that where spearheaded by Mr. Russ March. Now along comes a newspaper magistrate and the walls come tumbling down.

It seems to me that the newspaper I am refering to has had Mr. Youngblood as one of its members. Then when Mr. Marchs so called conflict of interest itmes came up. This same newspaper magistrates name comes up. Sceenss of the Hurst Newspaper Political Power, Remember!

Mr. Russ March I am sure kept the best enterest of the membership in mind when he took stock in the printing concern that supplies the AMA. I am sure that the fees received from this stock was very small. There are hundreds of other things that Mr. March could have taken stock in if he really wanted to make his fortune at the expense of the AMA and its membership.

The AMA officers and employees are not the highist paid persons in the motorcycle field. Especially when one things of all the hundreds of thousands of hours that these employees of the AMA put into the sport while serving our best enterest.

I would hope that if we the motorcycling public and members of the AMA allow the news media to control our sport and organizations much more that it has already done that we are in real trouble.

Now I would like comment on Mr. Claytons proposals to divid the AMA (racing and non-racing).

Over the past year I seem to remember a number of editorials in Mr. Claytons paper that have very slanted views concerning; ORV-lic., land use, pollution, IsDt and any number of other things his newspaper would like the general motorcyclist to believe.

Now after all these unusual editorial a final blow that recomends division of the only National motorcycle organization we have to date. Only of late has the AMA become the power that can fight the battles that face us. Now Division? Divid and Concour, I really wonder which side Mr. Clayton and his newspaper are really on.

I know that Mr. March cannot be reinstated, but' if the general motorcycling public and members of the AMA want to save what rights we have left we had better stick together. React now and see to it that the AMA is being run by the elected officals, and that they or the AMA policys are not being swayed by the news media, no matter how rightist they may seem.

ALL COULD BE LOST!

BRUCE C. YOUNG
Dirt. Diggers No. MC
Roseville, Calif.

Mr. March did not resign; he was fired by a unanimous vote of the Executive Committee, the membership of which, we are sure, took into consideration all the past good that Mr. March has done for the Association before making their decision. Perhaps they had information that led them to believe that March was getting more than "very small" benefits from his connection with the billing company. Any benefits of this sort without the prior approval of the Executive Committee are grounds for dismissal on a conflict of interest basis.

Your allegations of a CN "power play" are a little too absurd to reply to directly, but let us remind you that although Ed Youngblood was once the editor of our Eastern edition, Don Woods, whom he fired, was once the editor of our Dixie edition. While Cycle News was somewhat involved in the affair, it was not so that we might benefit from it. Had we wished, we could have written a much more spectacular story. The monthlies suffer from a very long lag-time, but you may expect a great deal of ink from them on the subject. We thank you for your views on Clayton's editorial, but remember that it was a statement of opinion, no more...Ed.

Oxley Out of Shape

Fascism Lives! Harry Oxley, who presides over two of four SRA sanctioned race tracks, has proven it. In his role as chief executive officer of the Speedway Racing Association Harry has repeatedly watched out for Harry the race track operator, it's sort of like having your cake and eating it too, isn't it Harry.

Well, in typical jack-boot tradition, Harry has attempted to stifle competition with his personal race track. Ole Harry, with his own best interests foremost in mind, saw that the Orange County International Raceway was refused an SRA sanction. "Too Close" to Harry's Orange County Fairgrounds. It just didn't matter that this callous disregard for the riders meant that many of them were relegated to permanent 2nd and 3rd division status, and that they had to scramble for rides each week, hoping for a spot out of the goodness of some promoter's heart. Of course, Harry protected Harry's profit, riders or no riders.

Now it seems that those few desperate or enterprising individuals who did exercise their "Unalienable Rights" (Thomas Jefferson said that, Harry, it's in the Decleration of Independence) by riding at Orange County International Raceway must be eliminated. Maybe Harry thinks these riders don't measure up to his Master Race Standards.

Keep it up Harry maybe Orange County will let you build a concentration camp on the fairgrounds. At very least you'll make *dictator of the year.*

TOM CASTOR
SRA No. 59
Stanton, Calif.

The AMA found that trying to do the same thing ran them afoul of the law in California. It seems that the riders can go to the courts...Ed.

We Need Smog Facts

We need information to fight pending legislation.

If any of your readers have information regarding the testing of emissions from motorcycles either by private or individuals or companies would they please forward same or furnish us with details so we can get the results.

JOE ROGERS
Yamaha of Arizona
13023 N. Cave Creek Rd.
Phoenix, Az. 85022

Absolutely Pointless

I presently own a '72 Ossa Pioneer and a '63 Vespa. Both of these machines features a pointless ignition system. If such a system was available in 1963, why is it considered a major improvement in engineering technology to have a pointless system today?

You really ought to do a road test on a Vespa. They are very smooth and quiet and require very little upkeep. A colorful brochure is enclosed to brighten your day.

TONY E. MARCHMAN
Westminister, Calif.

As Bad as They Look

Either John Ulrich can't read or he has a guilty conscience. He knocked Harley-Davidson spokesman Nick Hirsch for the latter's correlation of appearance to odor of *some* motorcyclists. I fail to see how Mr. Hirsch's comment stereotypes motorcyclists when he used the word *some.*

I work part time in the parts dept. of a Harley shop. I agree with Mr. Hirsch,

INTERNAL SPECS

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Around the basin

COVER: John Long (45) dices with Mike Clarke. Long won the Junior and Combined events at Pocono and became the first Junior to ever beat all the Experts in the 250 event. Clarke did pretty well himself.

PENNZOIL AND TEAM HUSQVARNA SWEEP U.S. 125 GRAND PRIX

NILS-ARNE NILSON/TEAM HUSQVARNA 1ST

Team Husqvarna rider Nils-Arne Nilsson flashed to victory in the United States 125 Grand Prix at St. Charles, Mo. The winning oil...Pennzoil 2-Stroke Motorcycle Oil. Nils joins the growing list of international riders who've discovered the championship quality of Pennzoil. Its exclusive formula assures clean burning, resists fouling, and provides instant throttle response at any rpm.

BOB GROSSI/TEAM HUSQVARNA 2ND

Team Husqvarna rider Bob Grossi was First American and Second Overall. Like Nils, Bob gets Pennzoil 2-Stroke Motorcycle Oil's championship quality engine protection. Join the mushrooming list of Pennzoil users. Get the kind of protection it takes to be a champion...ask your dealer for Pennzoil.

Ask about Pennzoil's complete line of motorcycle oils.

Pennzoil 2-Stroke and 4-Stroke Motorcycle Oils for cycles using gas on track, trail or street

PENNZOIL COMPANY
Oil City, Pennsylvania
Western Headquarters: Los Angeles. Calif.

some cyclists smell as bad as they look.

FRANCIS BLAKE

An international safety conference is not the place to make snide comments about any motorcyclists. The word "some" no more reduces the contribution to stereotyping than it does in the old cliche "some of my best friends are..." in reference to whatever group is being discussed...Ed.

How, Where, and Who?

A few questions for you:

What can be done to make my TM 250 Suzuki handle better in the desert? The rear end keeps jumping around trying to look at the front end. I weigh 103 and am 5'2½".

Also, where is Rolf Tibblin's motocross school for powderpuffers going to be located, and who is Marcia Mettco? (This may be a dumb question, but I've never seen anything in Cycle News about her and I would like to read more about powderpuffers.)

MRS. SKEETER
Costa Mesa, Calif.

What your Suzuki needs mostly is a new frame or major alterations to the standard one. There have been several articles in the monthlies on what you can try and several companies make kits. Rolf's school will be held at Carlsbad and Marcia Mettco is a registered trademark of Stunts Unlimited. Look for an article...Ed.

Getting Things Done

It has come to my attention that Mr. Robert E. Ham, Southern California Land Use Director of Motorcycle Owners, Riders, and Enthusiasts stated on page 41, issue 27 CN that "I am disappointed that America's number one weekly motorcycle newspaper would send such an inexperienced, uninformed writer to cover an interview which demands the attention of an experienced journalist. Certainly these interviews would not have been obtained had it not been for the reputation and circulation of Cycle News. (Don't want to bust your bubble, John)."

As you know, the John referred to in the above statement is John Ulrich of La Mirada, whose friendship I have valued for some three years. In fairness to him, I am compelled to correct Mr. Ham's statement. It was because of John's active interest in government and his ability to communicate to me his concerns about legislative proposals affecting motorcyclists that I felt an interview with the Governor would be worthwhile and I recommended to the Governor that John be given an appointment. With all due respect, the interview was not granted because of the reputation and circulation of Cycle News.

In addition to his personal contacts with me, John arranged for Mr. Russ Sanford, founder and president of M.O.R.E., to meet with me last year in my office to discuss vital issues of interest to his group.

Contrary to Mr. Ham's remarks about inexperience and being uninformed, I believe John shows remarkable insight and wisdom on how to get things done.

JOE A. GONSALVES
Assemblyman, 66th District
Sacramento, Calif.

Assemblyman Gonsalves is a member of CORVA, which Bob Ham represents along with his work with MORE...Ed.

Spillway MX School

I recently went to a Moto-X school held at Spillway Park. It was for one week and was instructed by Russ Darnell.

The school started out daily with morning exercises and a good run around the Park. Thereafter we rode daily and Russ taught us some interesting techniques of his experience.

I want to thank Russ for all he showed and taught me to do. I also believe the school was very beneficial to me.

Sincerely,
SHERMAN L. SCHNELLER
Santa Maria, Calif.

DEADLINE FOR ADVERTISING

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On Sale Sept. 12

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THE LATEST POOP BY PAPA WEALEY

The Automobile Club of Southern California has come out in opposition to the infamous EPA "clean air plan" for the LA basin. They point out the severe economic ramifications of such an arbitrary plan of action, and that motorcycles are "useful, necessary, energy efficient transportation." Right on!

Malcolm Davis, riding a Bultaco, clinched the 250cc British Motocross Championship.

Yvon DuHamel is traveling to England to race in the John Player International road race at Silverstone on August 12.

If you are looking for cleaner low and mid range carburetion on your bike, you might try the constant vaccuum carbs from a Honda 450 if they are about the right size. Several of our staffers have installed them on everything from a Bultaco Matador (major improvement) to a Kawasaki 175 that was used for road racing. We also noted that Honda has been experimenting with them on the 250 Elsinore to gain low end.

"Motor Cycle News", a British Weekly, outsells all motoring (bikes or cars) publications in England.

Roger DeCoster designed and built a new frame for his Suzuki that he is very pleased with. He moved the rear shocks forward five inches and redesigned the rear of the frame radically.

The Carling Brewing Company of Natcek, Mass., is providing all the free beer that entrants can drink during the ox roast for entrants of the ISDT.

George Lea and Manfred Baez are the same person.

We have received a lot of negative reaction from motorcycle dealers about the item appearing in this column last week relating to parts prices. We said that a great many parts could be obtained significantly cheaper from the J.C. Whitney catalog than could be obtained from your local dealer. We still say so. For the most part, the parts are genuine parts, too...often in the original manufacturer's boxes. As a result of that item, we have gotten a surprising amount of phone calls from dealers, complaining about it. The item wasn't aimed at dealers. They don't set parts prices; the manufacturers do. It's the manufacturers who have to change their ways if parts prices are to be brought within reason. The present set-up hurts the dealer as much as anyone. He has to pay a lot for the parts himself. In some cases (for example, the cylinder head on the Honda OHC 90 series) there are as many as 10 versions of the part, each slightly different than the others. The dealer has to stock all of them, but he may only sell one or two. In that case he loses money hand over fist. If he doesn't stock them he irritates a customer and also loses money. It is time for manufacturers to re-evaluate their parts prices. Let them try living with them as an owner.

The problem with J.C. Whitney, of course, is that you don't get to stand around and B.S. with the parts guys at your dealer.

Gulf/McLaren Indy ace Johnny Rutherford can't ride any of his five motorcycles while the USAC season lasts. Although he really digs cow trailing near his Ft. Worth home, his contract won't allow it, so he rides his Z-1 Kawasaki, 250 Husky, or 125 Yammie with his wife Betty on a 90 and son John on a mini-Indian when the season is over. "I like it because it keeps me in shape and it's a wholesome thing to do."

Talk about trouble with the BLM! Beverly Harrell is having a terrible time with the BLM over her lease hold on about four acres of land in Central Nevada that encompasses a trailer park that is her bordello. It seems that when the BLM found out about her activites, they cancelled her lease and she lost the appeal to the Department of the Interior. She now has 90 days to move the operation. Anybody got any suggestions?

The Yamaha 700cc four cylinder two stroke road racer will be available in Europe for $5000 next year. There are no plans to build a street version for next year but it may appear in following years.

Only four weeks until the ISDT. Get going.

Honda has released a CB-200 street bike and a CB-360 is reported to be going on. There is also an XL-100 on the way. They really needed these models to round out their line. After all, they only had 36 models already.

Contrary to what seems to have slipped into last week's report on the National Motocross in Texas, the Jones boys, Gary and DeWayne, and their father, are still riding as fully sponsored members of the Honda Team. Honda is supplying them with mechanics, parts, the works. They are traveling by themselves which may be the cause of that bit of misinformation.

Rosemead, California has opened a city operated dirt bike track. It will be staffed from 10 to 5 daily during the summer and weekends the rest of the year. Cost is a mere dollar. The 3/4 mile motocross track is loacted on Garvey Blvd., west of the Rio Hondo channel. Rosemead bikies owe some thanks to their city; they spent $15,000 on the track!

Holy Hot Hats, after all these years they're going to change the old tried and true Cycle News stickie. It's going to get the CN logo like you see on the cover of this very paper. Is nothing sacred?

Santa Fe National short track winner Mike Gerald is marrying Miss Wanda Battle on September 15.

Lots of 1974 motorcycles will be on display at the Northridge Fashion Center in the West San Fernando Valley Sept. 6-9. Dealers will be on hand to provide the latest specs and speculations, and officer Richard D. Bean of the Los Angeles Police Department Traffic Enforcement Division will be there with information on motorcycle safety and regulations.

Marty Tripes was scheduled to leave for Japan this week to develop a Honda to meet his specialized requirements. However the trip was scotched when Marty endoed an Elsinore 125 and fractured his wrist. The prognosis is 4 to 6 weeks in a cast, which means Marty will also miss the Trophee Des Nations next month in Europe.

The July BLM "Newsbeat" was chock full of ORV praise, Colorado Squawfish, remonumentation, and Gurley transit solar attachments. According to the newsletter the Polka Dot MC actually *hiked* into an area in Calaveras County they "inadvertently" extensively "damaged" with bags of seed, fertilizer, and hay bales. Using the materials and heavy physical labor, they restored the area to its originally pristine non-tracked condition. The BLM thought it was neat.

But they thought the MORE-CORVA Kern County competition cleanup was even neater. 775 members of the two organizations gathered up 467 cubic yards of debris, saving the public $33,500 it would have cost for government employees to clean it up. The BLM provided five pickups, a dump truck, and an eight man supervisory team. Now if the BLM doesn't use the $33,500 saved to buy helicopters for desert rangers...

Because of the non-profit structure of the Baja Sports Committee, prize winners in the Baja 100 will not have to pay any Mexican income taxes. Don't listen to the rumor that says otherwise.

NORRA has scheduled their Parker Dam 500 mile off road race so as to conflict with the Baja 1000. It's unfortunate that they choose to attempt to compete with an organization that has been set up for charity. However, Baja has so far drawn the big names: Parnelli Jones and Bill Stroppe.

Watch for an AMA Trials series that will be something like the IntertransarAMA motocross series now happening every weekend somewhere.

"Sports Illustrated" had a fairly dull cover story on the minibike racing scene. The story seems to be critical but not terribly penetrating. It is done very much in the "Time" magazine style, a broad overview with interesting but somewhat slanted quotes. There are editors of various weekly motorcycle newspapers who wish that they had the kind of equipment that minibikers do, though.

On the other hand, Laguna Seca and the USGP seem to be getting the kind of positive (usually) coverage in the general press that we have been hoping for for a long time.

A TIP OF THE VISOR to two groups of friendly, helpful people. Buddha Bultaco in Riverside and Lemar Cycles in Orange loaned us the two Bultacos which you see tested in this issue. Both bikes were very well prepared, and both shops were understanding of harried deadlines and forgetful minds. Thanks.

Cycle News offices will be closed Friday, August 31 so that our employees may enjoy the Labor Day weekend with their families.

DeCoster retains title

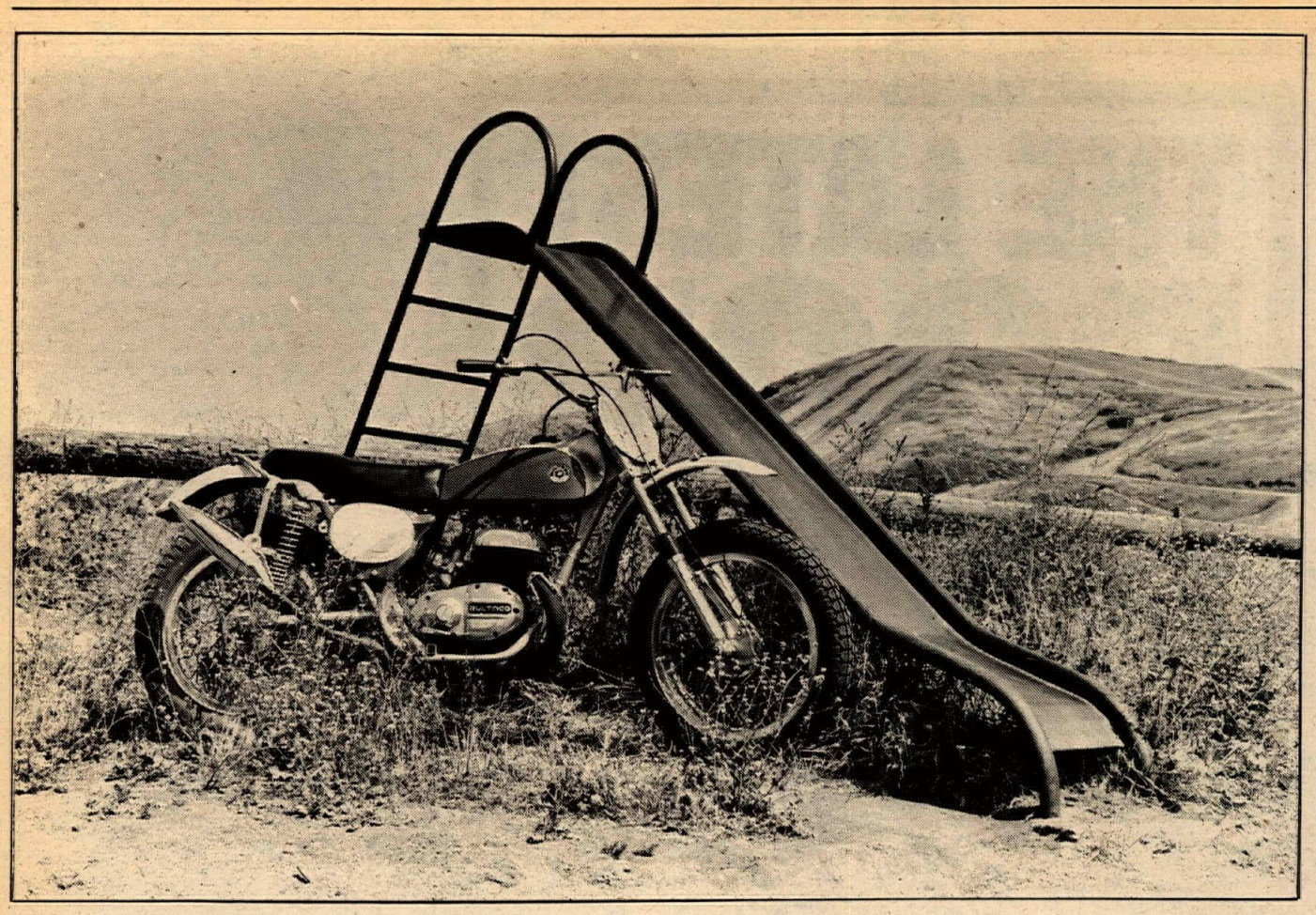
ST. ANTONIUS, HOLLAND, AUG. 19

Roger DeCoster and Suzuki captured their third consecutive 500cc World Motocross Championship today, narrowly edging out Maico's Willi Bauer for the title. No other rider has ever won three 500cc world crowns in a row.

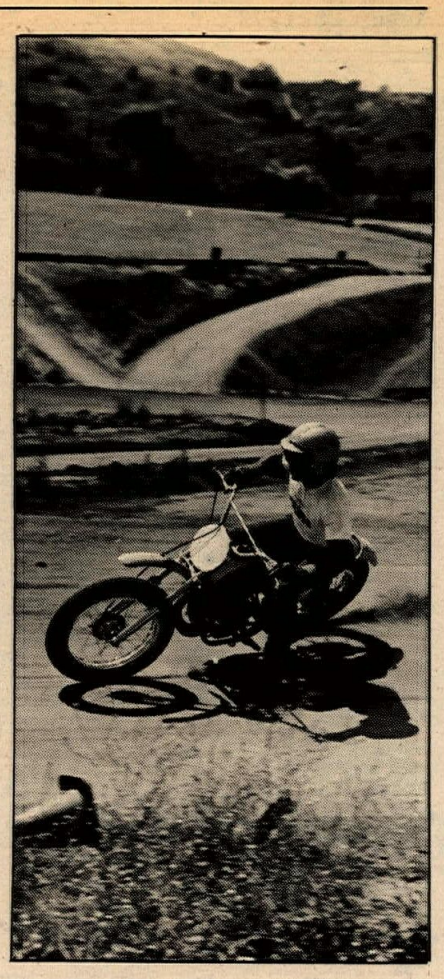
Grand Prix competition was close this year, and DeCoster began the season with a machine exhibiting serious handling problems. But he managed to overcome the early lead of the Czech CZ rider, Jiri Stodulka and to eventually hold off the sustained charge of Willi Bauer, who was struck with mechanical misfortunes in the final event.

Bauer's Maico blew a base gasket in the first moto, and though DeCoster's machine developed exhaust troubles, he managed to finish fourth. Maico rider Gerrit Wolsink was leading the first round when he crashed into a fence trying to avoid a wandering spectator. Ake Jonsson took the win the first moto.

Willi Bauer returned to the line in the second moto with a new engine, only to have it develop carburetor ills. DeCoster finished third behind Jonsson and Wolsink. Neither of the two frontrunners gained any points in the final contest, and only Bauer had won any points the previous week at Luxembourg. The final tally was DeCoster 145, Bauer 142.



The Pursang Mk 6 200 is one of the world's finest sliders.



See, Senor?

DOS BULTACOS

Pursang Mk 6 200 and Pursang 175 MX

Both these Bultacos are called Pursangs, but they are quite distinct in their lineage and intended application. The thoroughbred label has simply been expanded to cover what was once known as the Sherpa scrambler (now the Mk 6 TT), and Bultaco's newest motocross entry, the 175. While both are refinements of existing machines, each is designed to the specific requirements of one displacement class. And since neither class is highly populated with other single purpose machines, the two newest Buls will surely show up often in the front ranks.

By Marcas Registradas
Photos by P. Manuel

The Scrambler

About ten years ago, when four-stroke domination of scrambles racing was coming to an end, Bultaco led the way in the two-stroke invasion of American competition. There were other ringdingers on the scene, but none that really matched the rushing acceleration or the high speed handling of the Bultaco in stock form.

The races were called scrambles then, or TT scrambles, and their condensed, lefthanded version was called short track. Of course both forms of racing still exist, but not with the widespread popularity of the pre-motocross years. (Except perhaps in New England, where scramblers still proliferate.)

Bultaco captured a large share of the market, because the Sherpa S models were fearsome fast and they went sideways in the most predictable fashion. The 200cc Pursang Mk 6 is the Sherpa's successor, and in most ways it's a spittin' image. The changes have only been in subtleties of carburetion, porting and steering geometry. Not major modifications, really, but enough to give the Pursang even more steerability and a wider power band.

Some loss of identity is apparent in the Pursang's motocross handlebars and general resemblance to its MX brethren. It could also use a compression release. The brakes range from tolerable to zilch, depending upon how you adjust them and how you ride, but scrambling doesn't, or shouldn't, require precise braking. The fiberglass fenders are a lot like Rosemary, pretty but fragile.

Our test machine was equipped with the ugly "chrome pickle" silencer, but Bultaco now fits Skyway units as standard equipment. That's good, since the pickle was a horsepower robber in addition to its bizarre appearance. With its Femsa CDI ignition, 13 to 1 compression ration and improved 32mm Amal carb, the Mk 6 is one go fast bike. And it doesn't exhibit the throttle-lag or load-up characteristics of its predecessors.

Riding Bultaco's new scrambler is a heap of fun. You can make outrageous mistakes or miscalculations and not get spit into the weeds. It is surely one of the most forgiving competition bikes on the market. It will adapt itself to a vareity of riding styles, allowing the rider to experiment with various techniques to find the fastest way around. The Pursang seemed equally adept at sliding into turns and riding out, or riding in and sliding out. Whatever turns you faster.

The gearbox puts the engine's ample power to good use. The ratios are evenly spaced through the first four cogs, with fifth just a tad higher than fourth. We rarely missed a shift and, after growing accustomed to the Pursang's characteristics, found we could get through most turns one gear higher and suffer no loss of predictability at higher speeds.

Like most of the new Bultacos the skimpy seat allows you to sit down in the machine rather than on it. This provides a comfy, low-center-of-gravity feeling as long as you stay in the prescribed spot (forward). To shift weight to the rear requires standing slightly to slide back over the fender, and the padding back there is a might slim. But the Pursang seemed tractable enough in the standard seating position, and most of the body gymanistics required are to the front or laterally. Nonetheless, the larger than average gluteus will sense discomfort. But rather than changing the seat, we'd recommend losing weight.

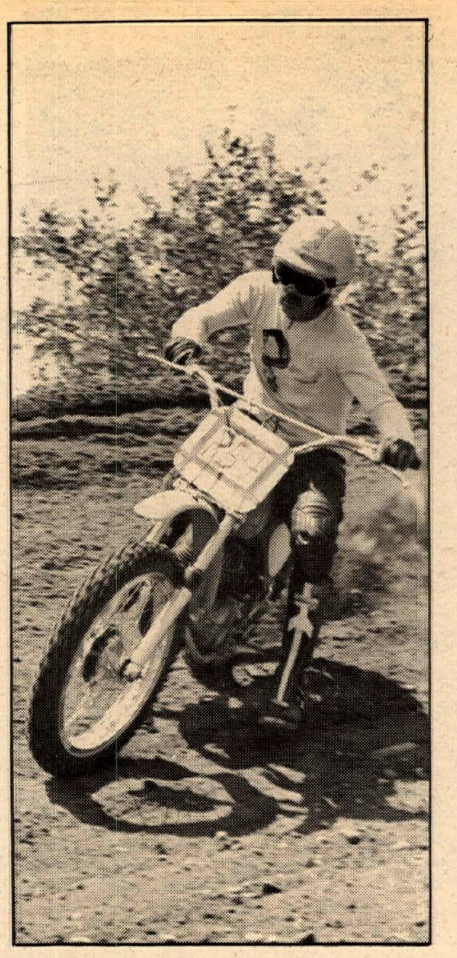
No one should be discomforted by the suspension, Betor at both ends, unless they spend some time on rough scrambles circuits. And since those are mostly called motocross tracks in California, it's safe to assume the Mk 6 will be limited to smooth courses. Tracks such as Ascot would require some shock absorber experimentation and at least a set of new fork seals that will last for more than just a few big jumps.

The air box is the same arrangement as on the motocrosser; it's well enclosed all around and it keeps out 90% of the mung and debris. The foam air cleaner element captures most of what does creep through. You can give the Bul some extra breath by shortening the rubber tube where it fits into the element, and/or by drilling some holes around its circumference.

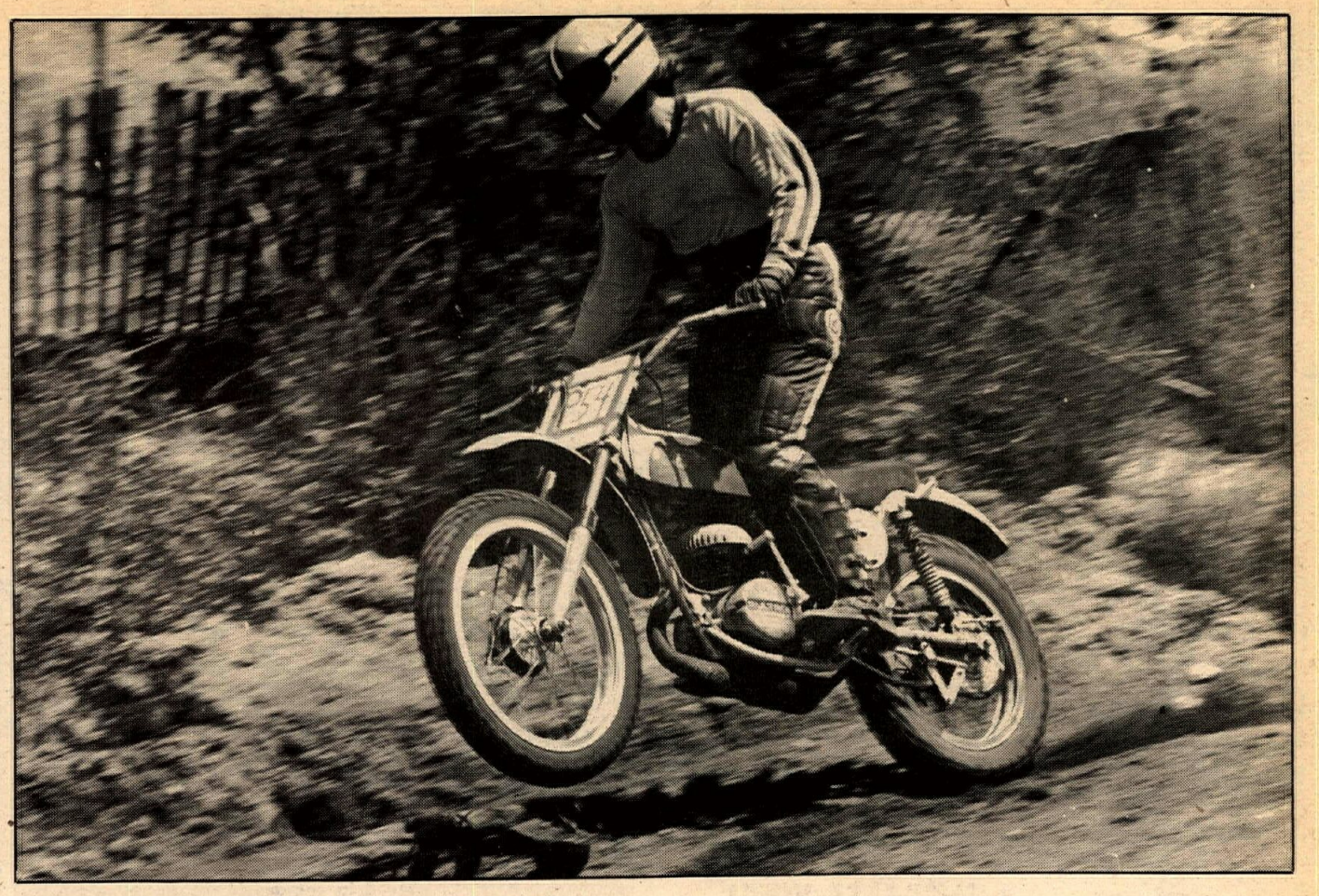
In all essential respects, Bultaco has the 200cc scrambles class wired. Its shortcomings are really minor when compared to the benefits of precision handling and good power. Bultaco has long given considerable attention and development to this type of racing machine, and the results of patient refinement become obvious when you put it through its paces. There are few bikes that will respond to direction so exactly, and still fewer that are as much fun to slide around on. Not only that, you can win on it. All you have to do is beat all those other Bultacos.

The Crosser

The most wide open class in the desert today is the Division II Lightweight (read 175cc). It has formerly been the province of Puch, Penton or overbored DKW's. Three weeks ago Cordis Brooks appeared in



Slidin' is easy even on the unslidey one.



On the pegs and fairly well forward works well on the Pursang.

PARA LA DIRT

the desert with a new 175 class machine, the Bultaco 175 Pursang. In his first two outings he took two runaway wins. For most of you, the desert is what this machine is all about. For Easterners, who have a 175 motocross class, the Pursang is going to be all about that, too. The 175 Pursang is an answer to a displacement class that has cried for one, and it will most likely be a terrific success.

It won't be a terrific success because the 175 Pursang is so fantastic in and of itself, but because it is in the right place at the right time. The 175 is really an overgrown 125 Pursang. It maintains the characteristics of the 125 rather than the 250. It is very peaky. While it doesn't load up or bog at low RPM's, it is about as fast as an average 100 until it gets on the pipe. When you get it on the pipe, another surprise comes. Our stocker would not outrun a well tuned 125 Pursang. It becomes obvious that 175cc is a move of expediency rather than efficiency. What potential there is in the 175 Pursang's motor will most likely have to be tapped in tuner's garages across America.

In its class the 175 Pursang *is* competitive. It may come as no surprise that many 125's are faster than 175's. This is the case for the Bultaco. However the 175 Pursang does not seem to be slower than an average stock 175.

The 175 Pursang is well suited (like its

Newer motyex Pirellis work well for leaning. Uno Bultaco para la berm.

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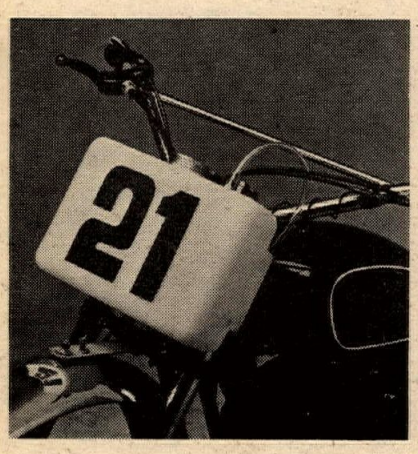

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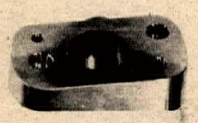

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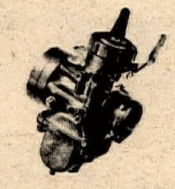

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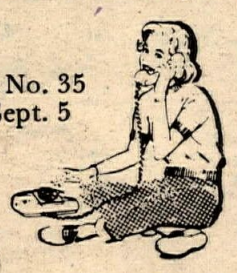

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Bultaco
"IT FITS"

bretheren) to either desert or motocross useage, handling wise. A few changes in rake and steering over past Bultacos make the compromise a little more even. The new 175 Pursang seems to steer more quickly than past 125's or 250's. It is far easier to get into a motocross corner. In the wide open spaces it feels more twitchy than previous models but doesn't actually seem to be any less stable. It doesn't feel quite so confidence inspiring in high speed cross-country work, but at the same time seems to be the same old incredibly forgiving mount. Through time we have found it very difficult to fall off a Bultaco. The 175 Pursang was

Plastics, Bulto. Plastics.

raced in the desert without even a case of the big eyes.

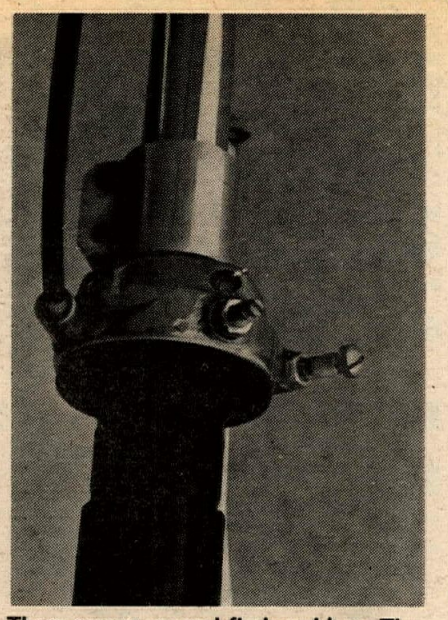
On a motocross track the 175 is a blast. It's the kind of bike with which you can come into a corner and grab a whole fistful. Then you just drag a foot and let the rear end flail. For motocross it is a very confidence inspiring bike that will make you look a whole lot flashier than you really are. In short, motocross handling seems to be all that you could ask for.

Suspension units are Betor, naturally. Betor front forks both perform and leak notoriously well. Ours did both, for awhile. After an appreciable amount of oil had drooled down the fork legs, damping faded and bottoming ensued. With the proper seals they would be a very adequate answer. The rear shocks were somewhat less than adequate. The seals in both shocks ruptured so quickly that we never really had time to analyze their performance. Within five miles most of the damping fluid was spread all over the rear of the bike. The rear end wag, which was somewhat evident in whoop-de-doos, was no doubt caused by the absence of any damping.

The 175 Pursang loses (in Bultaco tradition) in the braking department. The front unit was sensitive but lacked power. With the cable adjusted all the way out the lever could be pulled to the grip without lockup on hard ground. It also faded if there were two consecutive straights punctuated by a slow corner. The rear squealed and squalled and slowed things down until it got hot. Then it either locked or faded depending on mood. If you ride a 175 Pursang with stock brakes, don't try to pick up time on braking. Incidentally, there are some lining materials being offered by accessory people which seem to solve the problem.

The other major gripe on the Pursang was shifting. It took a day of nose dives and near things to figure out why there

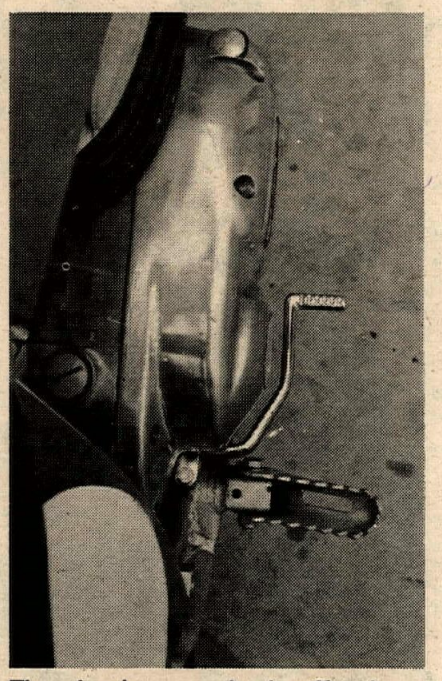
200cc uno cilendrada.



Those screws are real flesh grabbers. The throttle cable could use some help, too.

were so many neutrals. People with big feet (all of us) caught the bend of the shift lever with the arch and/or heel of their boots. We spent some really puzzled moments trying to figure out why it was shifting when there wasn't a toe in the vicinity. All this wouldn't be bad, except, even when we were aware of the problem we couldn't seem to do anything about it. The footpeg puts your foot right there. The shift lever could use redesign.

The 175 comes with bars that are well suited to most uses and the grips and levers are comfortable and bendable, in that order. The throttle



Those bends seem to be the offernders when standing up.

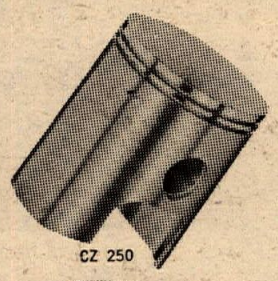
assembly has tension and adjustment screws sticking out of the top which removed a large chunk of flesh from one rider's hand. The seat is the usual Bultaco affair; you sit in one place or be subjected to some punishment. For long legged riders that isn't necessarily quite the right place. The Bultaco rides best standing up anyway.

The gas tank is also normal Pursang and will take you about 35 miles. That's not quite long enough for long hare and hounds, so you may need a larger tank. The stock tank is also hard to fill because the back bone of the tank comes so close to the opening.

In order to race the 175 Pursang to its potential, you'll want to have someone grind on your ports a little, replace the rear shocks and the fork seals, get real used to shifting it, probably change the tank, and protect the downpipe with a bash plate. The Pursang, in our opinion, has as high a potential as any 175, but it will take some or all of these things to get it out.

Oh yes, like about the last half dozen Bultacos we've had for test, the 175 didn't sputter, load up, foul or do anything nasty during the time we had it. It started most often on first kick, and used the same plug through out the test.●

FORGED RACING PISTONS by VENOLIA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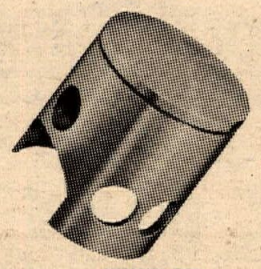
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CRC Cock's Crow Enduro

By Larry Langley
Photos by John Ulrich & Langley

BARSTOW, CAL., AUG. 19

A good turnout of over 400 riders braved the 100 degree plus heat Sunday to take part in California Racing Club's Cock's Crow Enduro. I had not ridden any of CRC's previous enduros but had received good reports from club members who had. Summer in the Mojave Desert is not the best time of the year to tackle an enduro, but CRC wisely set key time at 7:00 and kept the enduro down to about 51 miles so everyone would be done before it got too hot.

The pits were located off the Sidewinder Road near Barstow and, by Saturday afternoon, had filled considerably. There was one good hill right outside the pits which soon turned into a desert Matterhorn as everyone tried their hand at hill climbing. It was soon apparent who had the good enduro bikes as the high horsepower MX bikes got about three quarters of the way up and proceeded to dig a trench, and then had to watch woefully as the Honda XL-250's thumped right on by them. The highlight of the afternoon was a URA member who tackled the hill on a 50cc Honda Minibike. Everyone looked on in disbelief as he inched his way up the hill and with a little pushing at the end made it up, as a great cheer went up from the URA pits.

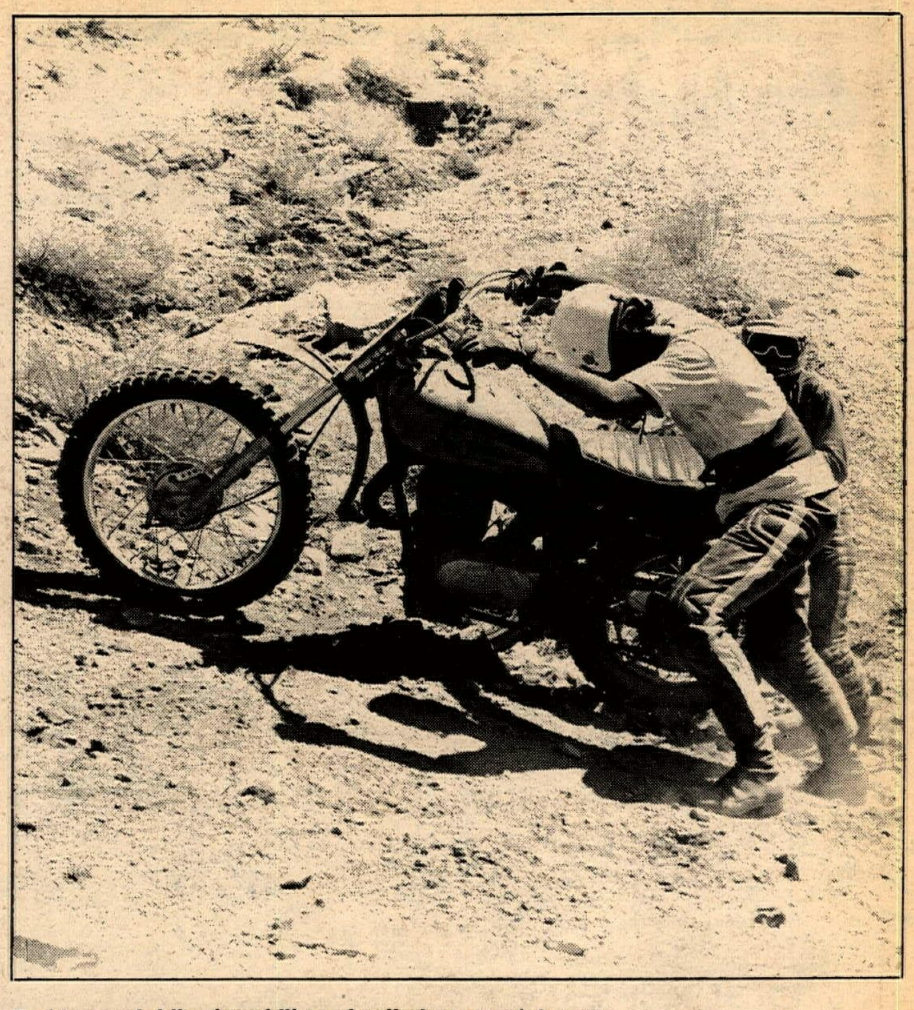
Saturday night was spent with preparing schedules, bike maintenance, and a little wine drinking. I welcomed John Ulrich, Cycle News new assistant editor, as he came out to ride his first enduro. In fact it was his first time riding in the desert. John was riding the new Carabella 200cc enduro bike which he had for a test for CN. Good looking machine but a bit tempermental to start. Look for an upcoming test in CN. I explained the enduro rules to John and tried to give him an idea of what to expect, we then hit the sack as we would be up at the crack of dawn for the early start.

We were on the line for the 7:01 start, we were on Number One. I've never ridden on the first minute, so I was looking forward to it. As out-time finally counted down we started out on a fun 51 miles. We went pretty fast to the three mile check, and I was pleased to find that CRC's mileage agreed with mine spot on. The first loop was fairly easy but one 24 MPH section had us humping to stay on time. No way the kids, Powderpuffs, and C riders were going to stay on time there. We zeroed the first check but hit the second a minute early. Bad check to hit early, it was a tiebreaker. Thought we were on time but was not about to lay out 10 bucks to protest the check. The third check was located in the wrong place. The sign was in the right spot on the Stoddard Wells road but somehow the checkers went to the wrong place and were only two and half miles from the finish, which is a no-no. Obviously, the check will be thrown out. It was too bad but no big thing.

After a 33 minute break we tackled the second loop. The second loop was supposed to be harder than the first which was OK since the kids and Powder Puffs only were required to ride the first loop. CRC laid one section that was really neat. They went along the side of a rocky hill off camber, and you should have seen the different techniques used to get thru the section. The loop then made a 120 degree loop back around, but a lot of riders missed the turn and ended up back on the first loop. I don't know if it was a case of bad marking or a case of follow the leader, but the riders who got on the first loop missed the best part of the enduro. CRC took us up a narrow sand wash into the hills which was really a ball to ride.

After another tiebreaker check, we headed into some ridge running before dropping into the pits for the end of a fun run. CRC seems sincerely interested in putting on good family type runs. A couple of suggestions to them would be to use Webco type turn arrows instead of the narrow, hard to see, ones they are using, be a little more consistent in the placing of the arrows before a turn, and to check out the danger spots on the course a little more closely. There were a couple of unmarked ditches which took their toll in crashes. Overall though, it was a good run and we'll be back.

It was interesting to see the Bultaco Enduro team out for some fun. They seemed to enjoy the course, too, ●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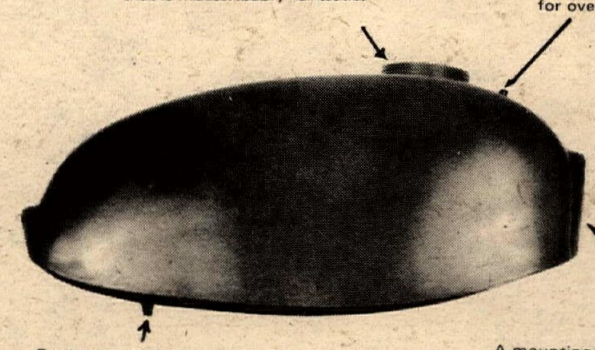

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Belgian MX GP

Bauer on the move

Bauer just leads Van Velthoven as they come of the woods on the last lap.

By Tomie G. Lafon

NAMUR, BELGIUM, AUG. 5

High on a hill overlooking the city of Namur stands the Citadel. Cable cars travel up to a big cafe from the city below. Surrounding the hilltop is a beautiful park with grassy slopes and a thickly wooded area, and through all this runs a two-mile motocross course.

On the start the riders enter a sweeping turn on to a straightaway, with a 90 degree turn at the end, then past the grandstands to a dropoff and down the hillside into the wooded section. Like all Belgian courses the tree lined sections are wide, as much as six feet in places, with lots of padding. The padding is called bark.

The best time listed was of course Roger DeCoster on both days. One second faster than Willi Bauer on Saturday and five seconds faster on Sunday. But this is always the case in Belgium, giving the home boy fast time. The fact is that according to many timekeepers in the pits, Bauer was having no problem turning five second faster times than DeCoster, and Roger knew it. His morale was low, because he knew the German boy was going to mess in his saddlebags. Old Rog had won the Belgium round four years in a row, but his chances for five were slim.

John Banks (Cheney/BSA) had a bad morale bender when the handlebars came off in his hands in the woods section, causing him to crash. Bill Crist and myself grabbed a new triple clamp and some tools to repair the damage. With the support race just getting underway, we found time to get it ready for the first moto, including a new set of fork tubes.

Moto 1

Roger DeCoster took the lead, followed by Bauer, Wolsink, Van Velthoven, Rahier, Jonsson and Banks. Van Velthoven's Yamaha stalled on the second lap, and just as he got it started Banks came around and clipped the handlebar, putting Van Velthoven on his head and setting him back to tenth. DeCoster, Bauer and Wolsink were pulling away from Ake Jonsson, who is now riding another modified bike. The swing arm bolt broke on the 13th lap putting him out.

Bauer was now pressing DeCoster to make a mistake. DeCoster had his swing arm set up like a Maico, with the Bielstein gas shocks. This is DeCoster's private bike and he was riding it like a wild man. Wolsink was falling back as Banks and Rahier (Suz) jumped out of the woods into the first turn side by side, then into the sweeper in full lock slides. The BSA outpowered the works Suzuki down the straight and Banks pulled ahead into fourth place. Brad Lackey was way back in 16th place on his two-year-old Kawasaki.

Van Velthoven had moved into sixth after Jonsson retired. Then DeCoster made a slight error and Bauer moved to the front and never looked back. DeCoster was riding on the ragged edge to make up lost ground, but to no avail.

Werner Schutz (Mai) was moving through traffic and passed Rahier in pursuit of Van Velthoven. Back in the pack, Botchkov (CZ), the rapid Russian, got by Lackey. Vic Eastwood (Mai) was up to eighth, a lap adrift.

Willi Bauer had done the job on DeCoster; Wolsink (Mai) was third, Banks fourth and Van Velthoven fifth on the first Yamaha to finish. Schutz was next followed by Rahier, Eastwood, Boven (Mon) and Toman (CZ).

Moto 2

Bauer took the point at the start this time and DeCoster was nearly last out of the big sweeper at the start. Rahier had his Suzuki in a solid second and Boven stuffed his Montesa into third.

Banks had moved up from the tail end to 15th, but he was in for more trouble. His clutch had started slipping near the end of the first moto, and had been replaced with the help of his American pit crew. Then, on the third lap of the final moto, John pulled up at the finish line with a flat rear tire. Banks reported that Aberg had flown by him on the same lap, getting into a wild tank slapper and bailing off as the bike hit a tree.

DeCoster had moved up to eighth, as Van Velthoven and Wolsink moved Rahier back to fifth and Schutz got by Boven into fourth. On the next lap DeCoster had taken over fourth and was pressing Wolsink, who finally braked and let him by rather than risk crashing in the turn.

Van Velthoven was moving up on Bauer as DeCoster gave chase. Jonsson closed on Wolsink and got by into fourth in the closing laps. Back in the pack, Lackey sheared the bolts off the Kawasaki's rear sprocket. It seems Brad is going it alone now, without any help from the factory. He's footing all the bills and riding a worn out bike.

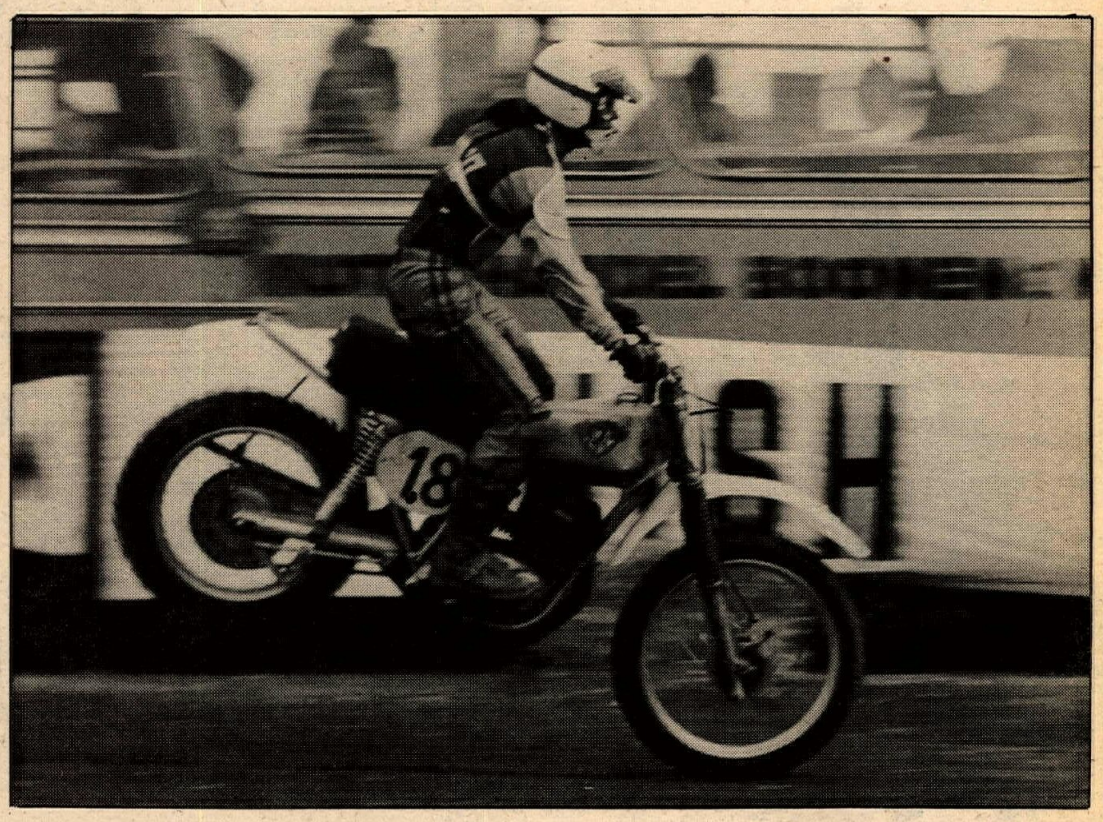
Back in front, Bauer was only 20 feet ahead of Van Velthoven as they came out of the woods into the sweeper leading to the finish line, with DeCoster right behind. Bauer won it by less than a second over Van Velthoven and DeCoster was only a half second farther back. Ake Jonsson was over a full minute back in fourth, followed by Wolsink, Schutz and Rahier.

Bauer now has 137 GP points to DeCoster's 145. Luxembourg is the next event and it's a Willi Bauer kind of course. Willi's morale is high and Roger's is low. My bet is on Bauer.

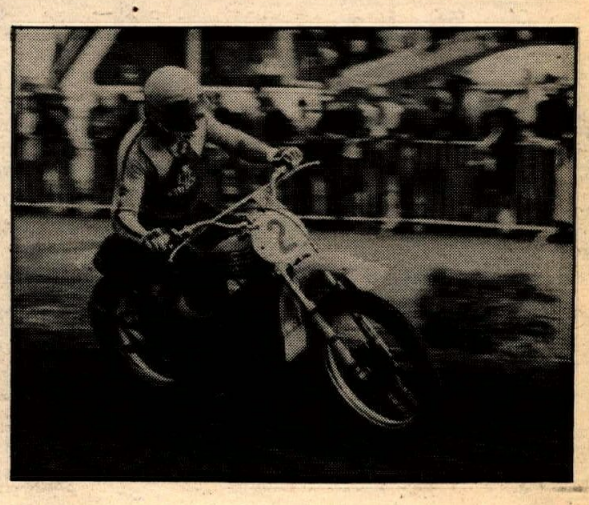
After the race, Brad Lackey was seen talking with the Maico boss in the pits. Vic Eastwood was seen doing the same thing at an earlier race, and for the next event Eastwood was aboard a Maico. ●

RESULTS

1. Bauer (Mai). 2. DeCoster (Suz). 3. Van Velthoven (Yam). 4. Wolsink (Mai). 5. Schutz (Mai). 6. Rahier (Suz). 7. Hammersmid (CZ). 8. Eastwood (Mai). 9. Boven (Mon). 10. Botchkov (CZ).



The first moto gets underway with DeCoster in the lead (top). Over the jump Botchkov (60) leads Eastwood (32). Even Bauer (18) makes mistakes...or does his Maico have front wheel drive? Lackey (22) is on his own while his bikes are being prepared for the U.S. series. Compare Bauer's style (above) with DeCoster's style (right).



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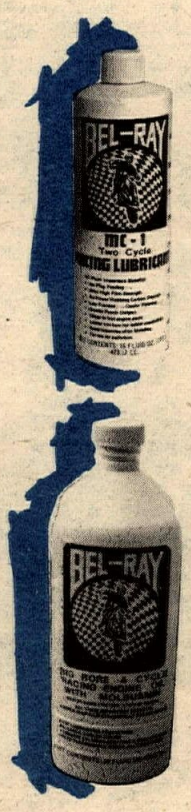

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Por La Ninez

By John Ulrich

Got the BLM blues, gringo? Worried about government actions that tend to discourage, limit, and bother off-road racers? Well, pack up your Husky in your old red van, and smile, smile, smile...that is, while you head south of the border.

While the activities of the U.S. government, no matter how well intended or organized they may be, tend to hassle off road race fans, the progressive government of Baja California's Governor Milton Castellanos has rolled out the red carpet for bikers wishing to race in Baja. It was Governor Castellanos who authorized the formation of the Comite De Promociones Turisticas, A. C., or the Baja Sports Committee as a government agency. The Committee has the unqualified support and assistance of all agencies under Castellanos' government, and is actively recruiting motorcyclists for participation in their races. All proceeds from BSC races will go to the benefit of the children of Baja California.

According to Juan Jose Henandez Limon, representing the BSC at a recent press conference held by the Coordinating Council of Off Road Racing Directors in San Diego, California, all participants in BSC races will have no problem with government red tape when entering Mexico from a foregin country. In addition, there will be a doctor at every checkpoint, increased payback to 50% of all entry fees, and a policy of keeping away from all pavement in courses. "We want this to remain an off road race," Limon said, speaking specifically of the 1973 Baja Mil (1000) race.

The Baja Mil will be a checkpoint to checkpoint race. Limon wants more bikers to enter, and is providing some attractive incentives. For example, Limon pointed out that getting a bike home from La Paz is a problem for many entrants. To solve this difficulty, BSC is working on a plan to ship motorcycles out of La Paz by either sea or air. "We're very sure we're going to be able to do it for motorcycles," he said. ●

Sammy Miller School

Sammy Miller, possibly the world's greatest-ever trials rider, will host a trials school at Saddleback Park, Saturday, August 25th.

The purpose of the school, limited to Expert and Master riders only, is to familiarize competitors with all aspects of world championship caliber sections and how they should be laid out and ridden.

This year will mark the first time that this country will host an international series, hopefully with at least a dozen of Europe's best riders competing. The final event is intended to be held in the Southern California area, and will count for points towards the FIM championship. Traditionally the trials championship has been called the "European Championship," and the highest award for the winner is the title European Champion. The California points event, however, will now upgrade the series to FIM Prize, which is the intermediate step towards a full World Championship.

Miller states, "It has been my really great pleasure to work with American riders in the past, and to observe the great strides in rider skill development. This school, hopefully, will provide the serious rider with the guidance in machine adjustments, and the difficult nature of the sections required for an FIM points event."

Entries for the school will be accepted on a first-come-first-served basis, and will be limited to 25 riders, so that all entrants will have the opportunity to really take part in the program.

Entry fee for the all-day school is $15. For further information and registration please contact Saddleback Park. Phone 714/639-5832. ●

THE TOP 10

The purpose of this article is to let you know what bikes the top enduro riders ride and how they set up their bikes. Enduro riding is a very specialized sport. An enduro bike must be able to cope with any terrain and still travel quickly enough to remain on schedule. This is the way the top ten D-37 enduro riders of 1972 do it.

One of the most interesting things I found out while doing the article is how willing the top riders are to help. If you have any questions of them, I'm sure they would be glad to answer. However, the most interesting thing is, obviously, that the XL 250 is the most popular bike.

Larry Langley

SOME INTERESTING STATISTICS

AVERAGE AGE: 38 years
POPULAR TIRE: Cheng Shin (70%)
POPULAR TWO-STROKE OIL: Bardahl VBA (50%)
POPULAR SHOCK: Curnutt (50%)
POPULAR FOUR-STROKE OIL: Castrol (100%)
FAIRLY STOCK BIKES: 60%

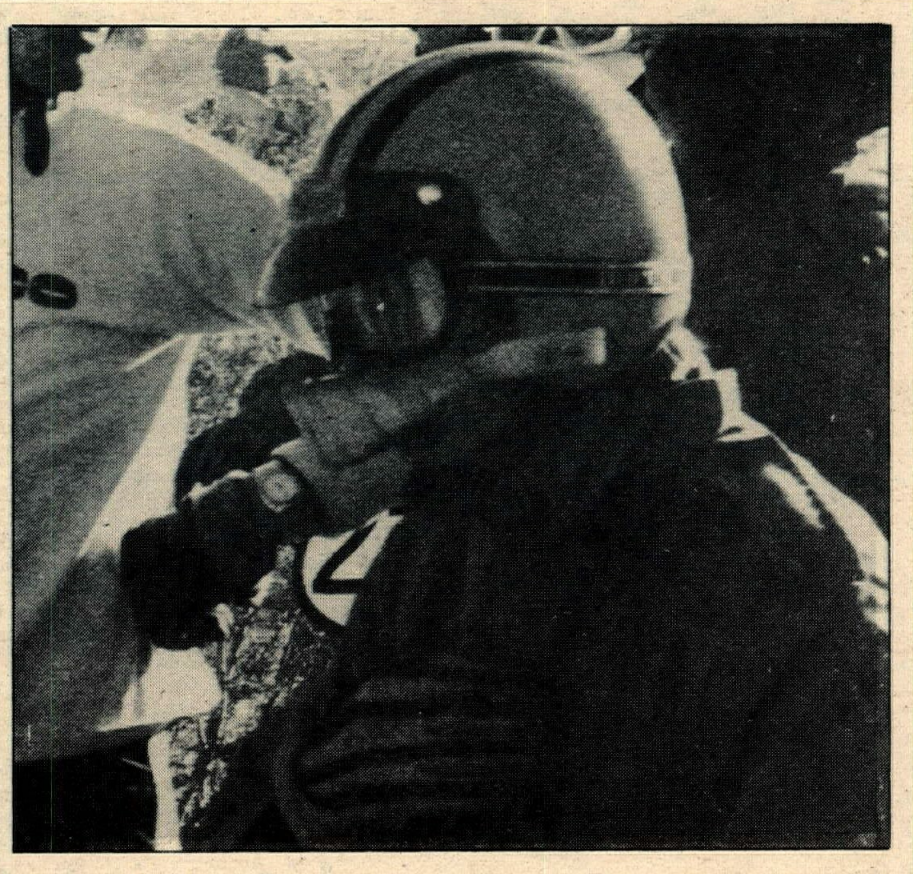
#1 Bob Steffan

Age: 47
Bike: Bultaco Pursang Mark VI
Displacement: 326cc
Carb: Amal 36mm
Gearing: Countershaft 13 teeth
Rear 42 teeth
Tires: F: 3:50x21 Cheng Shin
R: 4:50x18 Cheng Shin
Tire Pressure: Front 6-8 lbs.
Rear 10-12 lbs.
Oil: Bardahl VBA mixed 36 to 1
Silencer: Skyway
Shocks: Betor
Club: Shamrocks

Timekeeping system:
Watch and speedometer (Figures everything in his head!!)

Modifications:
Wide ratio gearbox installed from Matador Alpina. Baja speedometer drive installed on front axle. VDO speedometer. 3.4 gallon gas tank. Fesma ignition. Stock down pipe is used with angle iron reinforcing in place of skid plate. Dirt Rider shock and fork covers. Rear spokes have safety bolts to prevent loss of spokes at hub in case they lossen up.

Comments:
Bob was doing very well this year when he crashed very hard in the Bad Mountain Enduro breaking his pelvis and a couple of ribs. Less than two months later Bob ran the Greenhorn placing fourth overall!!! A fantastic riding performance.



#2 Dave Ekins

Age: 41
Bike: Bultaco Alpina
Displacement: 326cc
Carb: Amal 27mm
Gearing:
Countershaft 13 teeth
Rear 41 teeth
Tires:
F: 3:15x21 Full Bore Trials
R: 4:20x18 Full Bore Trials
Tire Pressure: F: 16 lbs.
R: 16 lbs.
Oil: Bardahl VBA mixed 32 to 1
Silencer: Whispering Smith with spark arrestor
Shocks: Betor
Club: Victors
Timekeeping systemm: Roll chart

Modifications:
Foam air filter. Rahm plastic fenders. Matador front hub for front wheel drive speedometer (late model). Bosch platinum spark plug used. Dirt Rider Chain lube.

Comments:
Fairly stock motorcycle. Sponsored by Bultaco. Dave's bike was torn down at the time pictures were taken so I had to do with a picture supplied by him.

3 Carl Price

Age: 30
Bike: Penton Jackpiner
Displacement: 175cc
Carb: Bing 30mm
Gearing: Countershaft 12 teeth
Rear 56 teeth
Tires: F: 3:50x21 Cheng Shin
R: 4:00x18 Hi Point

Tire Pressure: Front: 14 lbs.
Rear 14 lbs.
Oil: Hi Point mixed 32 to 1
Silencer: Stock
Shocks: Curnutt
Club: Chaparrals
Timekeeping system: Route chart

Modifications:
Accessory skid plate. Mettco sponsored and set up. Has close ratio gearbox.
Comments:
Carl is now recovering from having his spleen taken out but hopes to be back in shape for the upcoming fall enduro season.

4 Bill Burton

Age: 44
Bike: Kawasaki F11
Displacement: 250cc
Carb: Mikuni 30mm
Gearing:
Countershaft: 14/15 teeth
(depending on terrain)
Rear: 48 teeth

Tire Pressure: F: 16 lbs.
R: 16 lbs.
Oil: Valvoline (injection)
Silencer: J&R
Shocks: Curnutt
Club: Chaparralls
Timekeeping system: Roll chart

Modifications:
Engine by Steve Hurd. Has been ported, reed valve (Gem) installed, and Bill built his own expansion chamber. Chamber is built for mid range power. 20 weight Torco fork oil is used. Bill feels the Kaw F11 stock is a real dog, but a pipe will help the most.

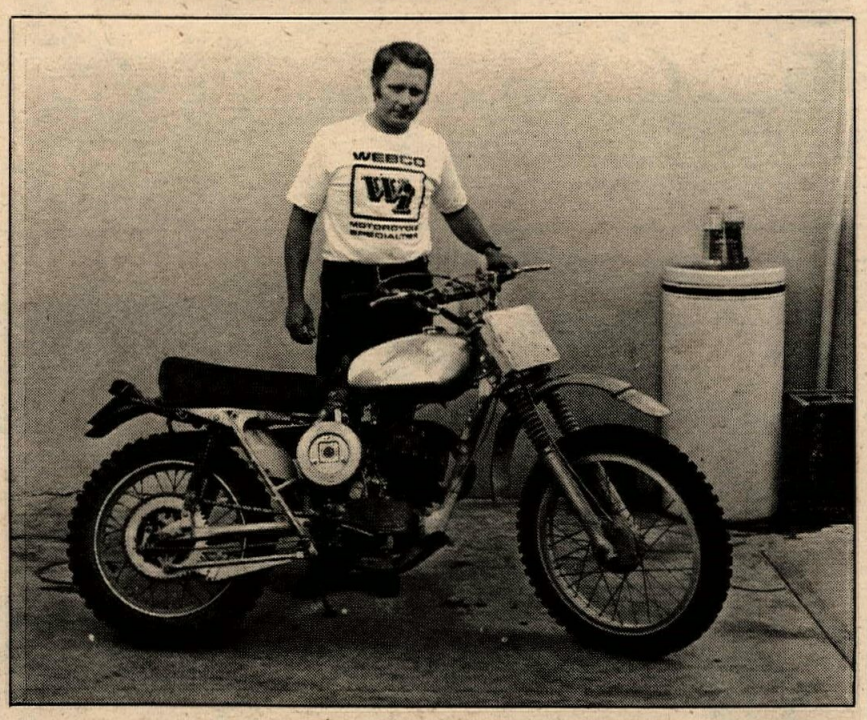
5 Jay Tullis

Age: 33
Bike: Honda XL-250
Displacement: 248cc
Carb: Keihin 32mm (from 450 Honda)
Gearing: Countershaft: 14 teeth
Rear: 51 teeth
Tires: F: 3:50x21 Nitto
R: 4:50x18 Nitto

Tire Pressure: F: 12 lbs.
R: 12 lbs.
Oil: Castrol 40 weight
Shocks: Curnutt
Club: Chaparralls
Timekeeping system: Route chart which fits around watch.

Modifications:
Five weight fork oil, Fun'n'Fast skid plate, quick throttle. Bike is very stock, with the exception of carb and shocks, and very reliable.

6 Neil Holt

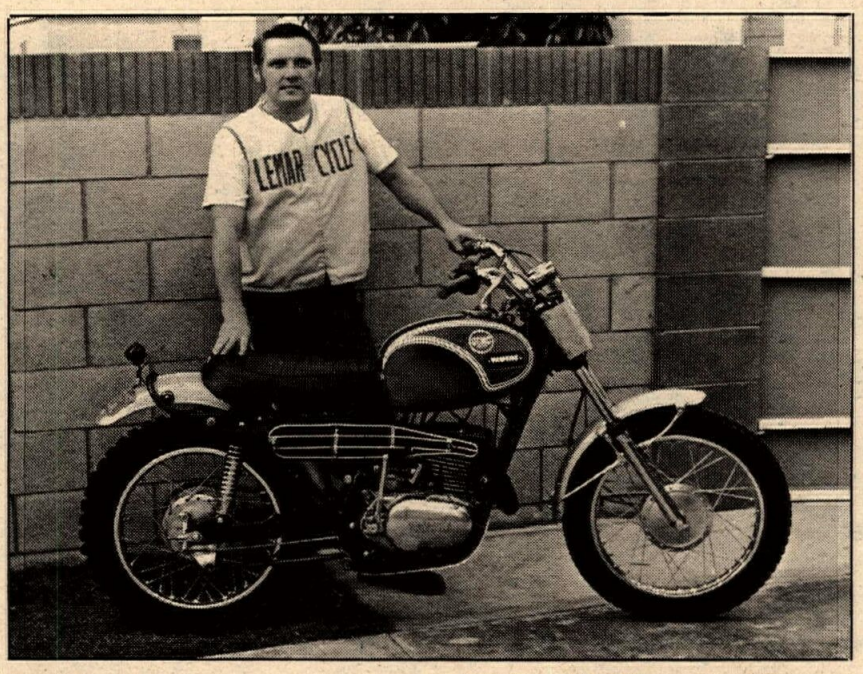


Age: 37
Bike: Husqvarna
Displacement: 360cc
Carb: Mikuni 34mm
Gearing: Countershaft: 12 teeth
Rear: 52 teeth
Tires: 3:50x21 Cheng Shin Front
4:50x18 Goodyear Rear

Tire Pressure: F: 12 lbs.
R: 15 lbs.
Oil: Bardahl VBA mixed 32 to 1
Shocks: S&W
Club: None
Timekeeping system: Roll chart

Modifications:
VDO speedometer. Triumph rear wheel speedometer drive. Yamaha MX seat. 3.1 gallon gas tank. Preston Petty fenders. Bike is street legal and is licensed. (Not bad for a Husky)
Comments:
Neil is General Manager of Webco.

7 Phil Turgasen



Age: 38
Bike: Yamaha
Displacement: 360cc
Carb: Mikuni 34mm
Gearing: Countershaft: 13/14 teeth
Rear: 44 teeth
Tires: F: 3:50x19 Dunlop Trials
R: 4:50x18 Cheng Shin
Tire Pressure: F: 8-10 lbs.
R: 8-10 lbs.
Oil: Bardahl VBA mixed 32 to 1
Shocks: Betor
Club: Orange County M.C. Club
Timekeeping system: Rally type with dual speedometers, one for mileage within a section, and the other for total enduro mileage.

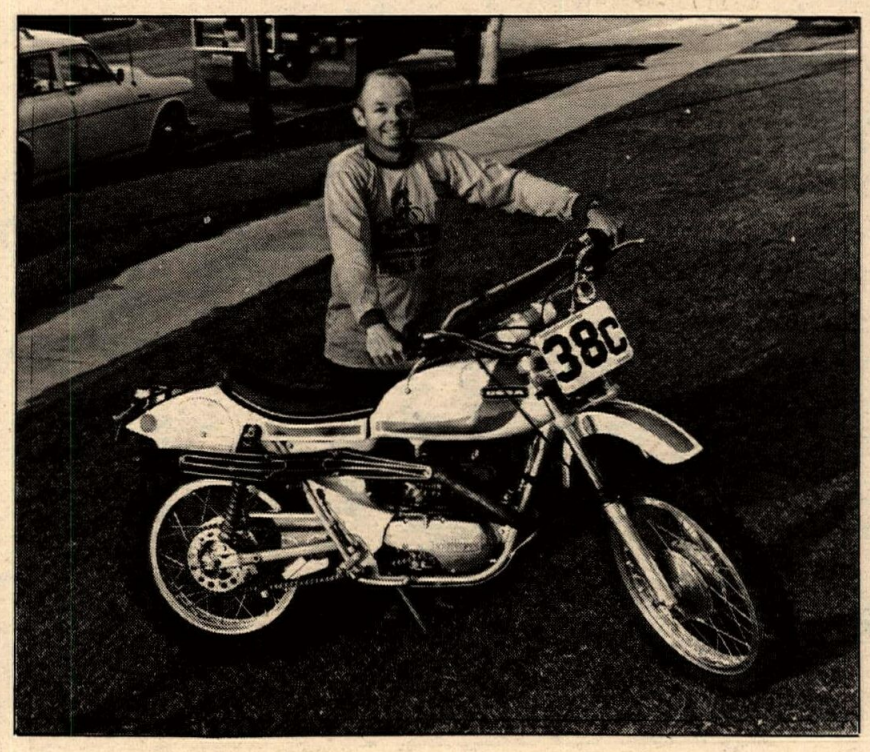
Modifications:
Patrick/Bowers fork kit, YDS2 Yamaha gas tank (3.9 gallons). Frame lowered 1½". '71 engine with '73 enduro barrel with reed valve and '72 MX head. Filtron filter. Remounted footpegs. Injection removed. Bike is set up for torque – and how. I rode it and it pulls *very* strong anywhere from mid-RPM and up. Not peaky at all.

8 Bill Ocheltree

Age: 43
Bike: Honda XL-250
Displacement: 248cc
Carb: Stock Keihin 28mm
Gearing: Countershaft: 14 teeth
Rear: 50 teeth
Tires: F: 3:50x21 Cheng Shin
R: 4:00x18 Cheng Shin
Tire Pressure: F: 15 lbs.
R: 18 lbs.
Oil: Castrol 20/50 weight
Shocks: Curnutt
Club: Shamrocks
Timekeeping system: Route chart with homemade preprinted forms.

Modifications:
Stronger chain guard. Gas tank mountings modified to prevent leakage problems that plagued early Hondas. Air intake screen is cut out every other square. Wire mesh of filter screen has been stripped out for better breathing. Heat guard on clutch cable.

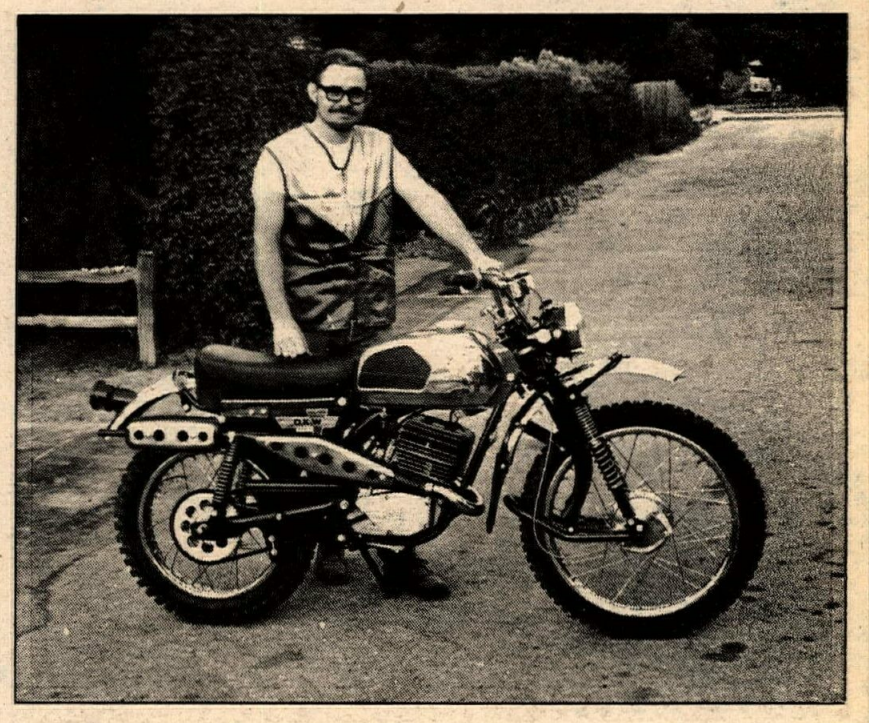
9 Dave Evans



Age: 35
Bike: Ossa Six Day Replica (SDR)
Displacement: 250cc
Carb: Amal 32mm
Gearing: Countershaft: 12 teeth
Rear: 40 teeth
Tires: F: 3:50x21 Cheng Shin
R: 4:50x18 Barum 6 Day
Tire Pressure: F: 10 lbs.
R: 10 lbs.
Oil: Full Bore mixed 32 to 1
Shocks: Curnutt
Club: So. Calif. Trials Assn.
Timekeeping system: Rally circular calculator

Modifications:
Stiletto fork sprints. Dave believes highly in bike preparation. He has *never* failed to finish an enduro. Dave rode a Pioneer last year, but feels the SDR is better handling and has more power with no decrease in reliability.

10 Walt Baird



Age: 33
Bike: DKW
Displacement: 125cc
Carb: Bing 27mm
Gearing: Countershaft: 13 teeth
Rear: 56 teeth
Tires: F: 3:00x21 Avon
R: 3:50x18 Metzeler
Tire Pressure: F: 15 lbs.
R: 15 lbs.
Oil: NPG mixed 32 to 1
Shocks: Koni
Club: San Gabriel Valley
Timekeeping system: Rally circular calculator

Modifications:
Walt rode a Monark last year and has been out of action due to an injury. The DKW is brand new, but Walt knows what modifications he is going to do. A Koba Shift Kit (Walt invented it) will be installed. Walt is going to float both the front and rear brakes. (The springer front will be floated to prevent the bike from rising when the brakes are applied.)

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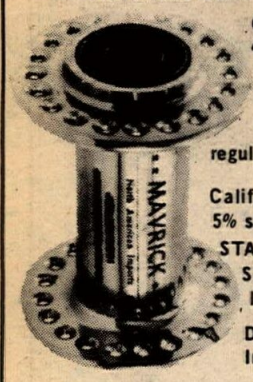

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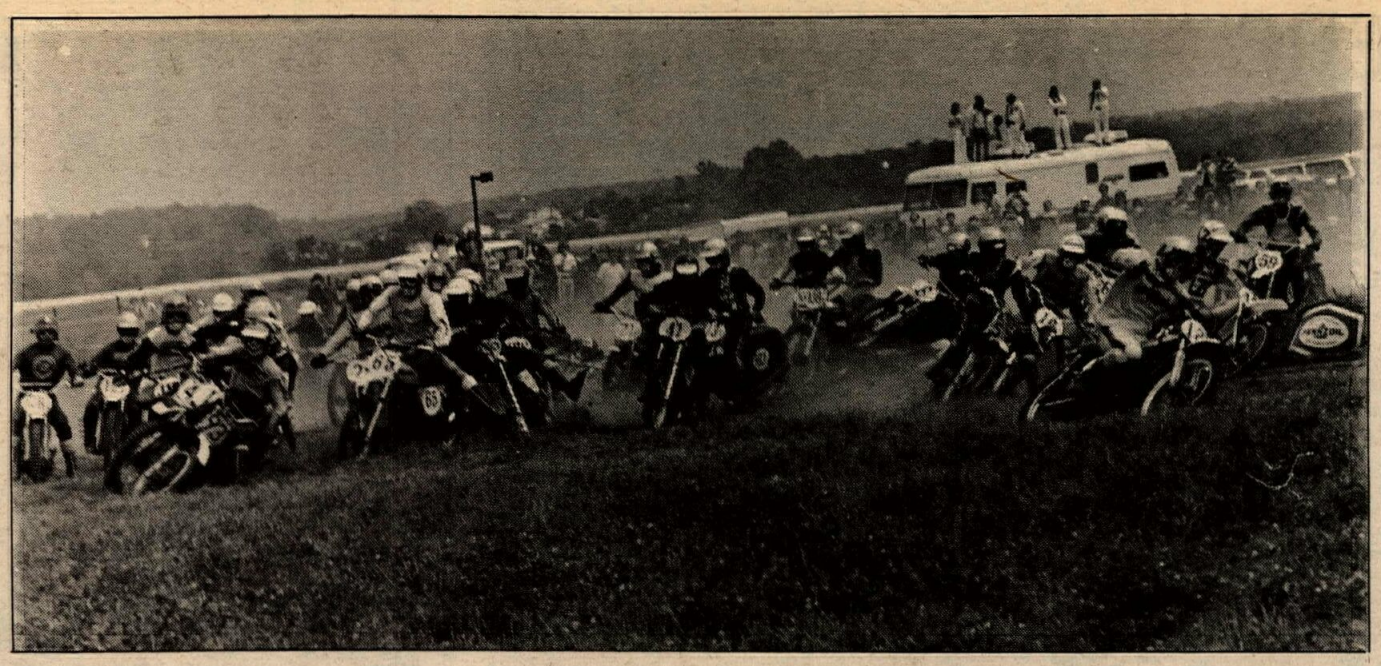


The demolition derby of motocross.

Pierre loses Pocono National

By Ray Ninness
Photos by Gary Van Voorhis

LONG POND, PA., AUG. 18

Consistency paid off for the Suzuki mounted duo of Mike Runyard and Rich Thorwaldson in the Pocono National Motocross. Runyard took top honors in the 500 class with placings in fourth, third and fifth in the three motos. Thorwaldson paced the 250 class with placings of third, third and fourth.

The course, for which no one had a kind word, was one of those artificial, a pile of dirt here, a hole dug there things: Lots of tight turns, manmade jumps, Armco guard rails and haybales.

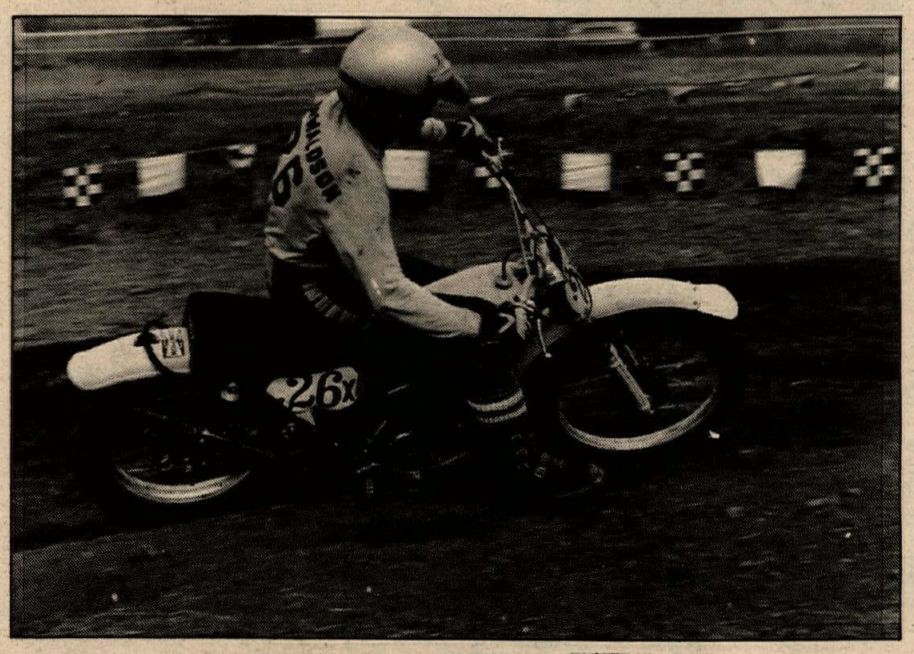
The course configuration was in doubt. Even after practice got started, the course was changed. Finally things settled down, and practice in ernest began. Pierre Karsmakers looked as usual smooth and lightning fast, a sure bet in the 500 class; that is, if there is anything for sure in motocross. Both Weinert and Ellis seemed to have the edge in the 250 class.

Racing got underway late with the 250's up first. A crash at the start of the first 250 moto wrote off the hopes of Rich Eirstedt, Gary Chaplin, Dewayne Jones, Rich Jordan, Tim Hart, Bob Grossi and Gary Jones. Eirstedt, Grossi and Gary Jones recovered well enough to finish fourth, fifth and sixth respectively, after some very had riding. Meanwhile, up front, Jimmy Ellis had his Boston Cycle Yamaha smoking, trying to stay ahead of Weinert and Thorwaldson. Weinert was hot on Ellis's tail until he tangled with Gary Chaplin, who fell in the switch-back. From there on Ellis had an easy time of it. Weinert was second followed by Thorwaldson, Eirstedt, Grossi and Gary Jones.

On the start of the second 250 moto it was John Franklin (Mai) leading with Ellis breathing down his neck. Weinert got hung up on the starting gate and came away last. Ellis chased Franklin for four laps, then took over the lead, only to lose it again two laps later when his chain broke. Franklin inherited the lead, followed closely by Gary Jones and Tim Hart. Behind Hart the order was Chaplin, Thorwaldson, Eirstedt, Bill Grossi and Bob Grossi. On lap twelve Franklin was pressured into dropping it by Jones, who took command of the race. The order at the flag was Gary Jones, Tim Hart, Rich Thorwaldson, Jim Weinert and Bob Grossi.

The start of the third moto found Bill Grossi leading Gary Jones, Ellis, Hart, Grossi and Thorwaldson. Ellis replaced Grossi as the leader and went on to take the win. The race for the overall win was going on back in the pack between Weinert and Thorwaldson who were tied on points coming into the final moto. Weinert passed Thorwaldson on lap eightteen capping their race-long duel. Then on the last lap, approaching the last turn, both riders moved over to pass a back marker. Thorwaldson seized the opportunity to zap Weinert and take the overall win.

The open motos should have been a Karsmakers benefit, and up until the final moto they were. Pierre won the first two motos with ease. In the third moto, while making up for a bad start, Karsmakers crashed hard and bent his shift lever. By the time he rejoined the fray he had lost almost a whole lap to the leaders. Pierre fell again trying to keep from being lapped, and this time when he remounted he found himself one lap down and behind Bob Harris, who was running in the fourth place. Up front it was Semics, Desoto, and Tony Distefano. DeSoto went on to win the moto over Semics, Hartwig, Lamppu and overall winner Runyard. Karsmakers finished fourteenth in the final moto and ended up third overall for the day. ●



Consistency paid off for Rich Thorwaldson.

Jimmy Ellis leads Jim Weinert.

CRC at Rawhide

By The Shadow

ELSINORE, CAL., AUG. 12

The return of the California Racing Club to Rawhide Park, near Lake Elsinore, drew a moderate turnout in excess of 200 riders.

It was amazing that many people could find the place as, for some reason completely known to this writer, the park can't post a directional sign on the highway anymore. So, you certainly have to have a good compass — or ESP to find the place. A foggy day could be disastrous.

But this writer never did hear a complaint of about track conditions, which has to be a record of some kind.

The CRC does follow other races, and Racing Director Jack Barbacovi did happen upon two "cherry pickers", who race as Intermediates at other parks and with other clubs, then come to the CRC and attempt to ride as Novice competitors. The CRC is ready, willing and able to act on any legit complaint, written or not, about riders who drop down a class or two to compete for an easy trophy with the CRC.

First a few words about the Intermediates and Experts, of which were were a batch. But it was just a bit confusing, as the combined 125 Intermediate and Expert class, followed by a wave of the combined Open Intermediate and Expert class raced in race number 10, while the combined 250 Intermediate-Expert class raced in race 11.

First to race 10, where Jack Boles (Mnk) ruled the 125 Expert class, and Albert May grand-slammed the Open Experts on his Maico. Winner of the 125 Intermediate go-to was John Dickenson (Hon), while Craig Adams (Yam), looked very good in winning at Open Intermediate. The CRC scorekeepers deserve a medal for just keeping all four classes separate and scored properly.

In the 250 Expert event, it was Morgan Malocco (Yam), all the way...even without second gear...winning by a grand slam. Morgan really looked great all day. The 250 Intermediate race was really tight, with Rusty Carter (Suz), and Steve Roberts (Hon), all even at 700-all going into the final moto, which Roberts won. This gave Steve a narrow 100 point win over Rusty, 1100-1000.

Victor Zyss (Hus), made mince-meat out of the 250 Beginner, Divison 1 class, winning with a grand slam, although a solid second place went to Ray Topham (Hon). A little tighter at 250 Beginner, Division 2, but an elderly guy named Phil DeBlasio (CZ), finally won the thing, after spotting second-placer Jerry Marott (Yam), a first place on the first moto. Chuck Lanzarone (CZ), was the winner, hands-down, at 250 Beginner, under 16.

And finally, Mark Windsor (Hus), ruled at 250 Novice, although he won only one moto. Second-placer Jeff Jarvi (Hon), opened with a win, and third-placer Roy Holsheimer (CZ), closed with a win — but Windsor had all the key points.

A failure to finish his first moto probably cost second-placer Dan Clayton (Yam), a win at Open Beginner, as he lost out to a steady Harold Halldorson (Suz), by 200 points, despite finishing first on his last two motos. Another member of the "Over-the-Hill Gang", George Spellman (Suz), made his last Open Novice ride pay off, with a grand slam victory, while Robert W. Jones (Suz), was fairly convincing in winning the 250-Open Veteran event, despite allowing Lou Mayers (Mon), who finished second, to win the first race. ●

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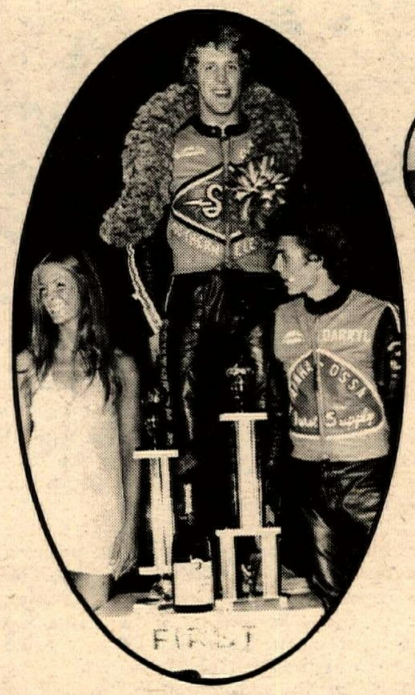

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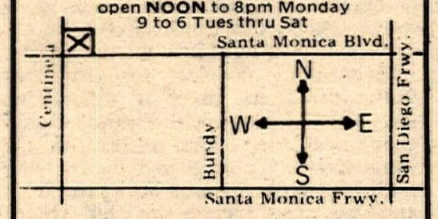

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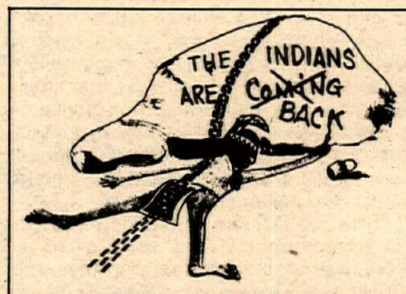

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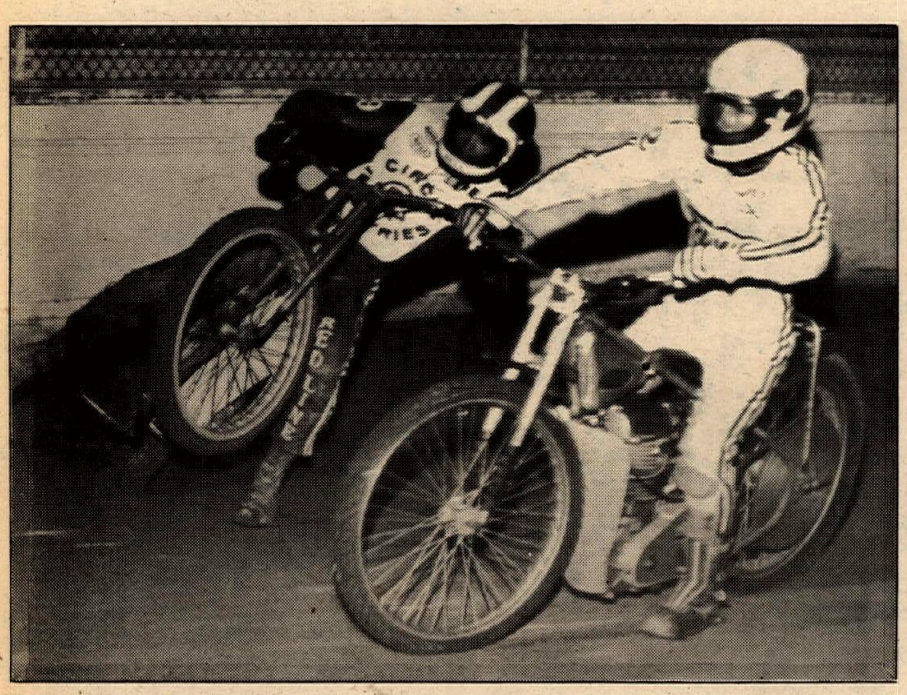
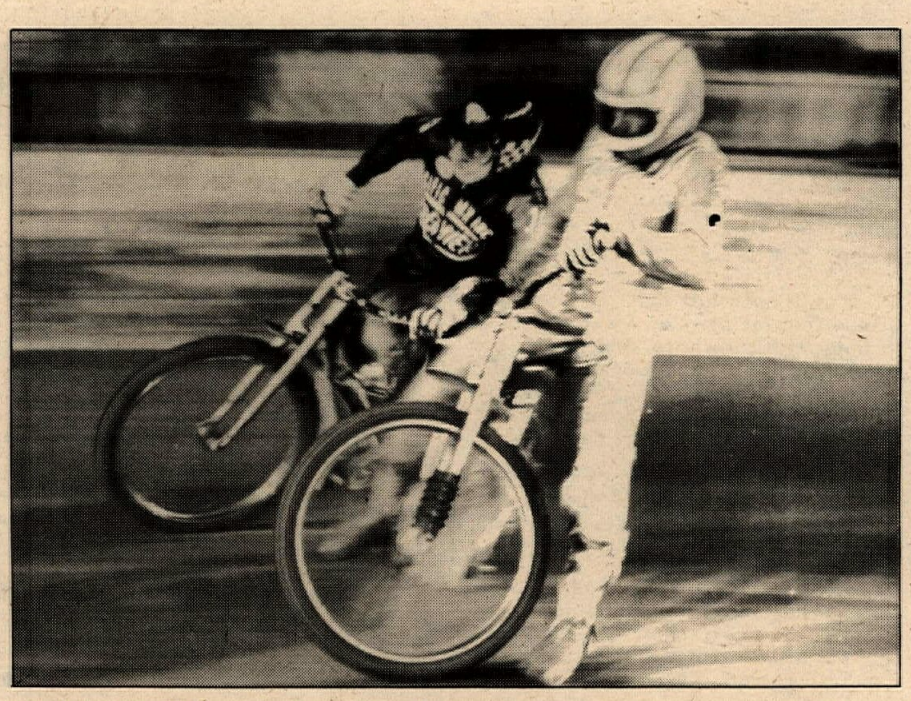
Speedway: The week that just slid out



Mike Konle got along well with the new cushion at Irwindale.



Rick Woods and Sonny Nutter at Costa Mesa.

Story & Photos by Dennis Greene

VENTURA, CAL., AUG. 14

As the fog rolled in the racing got underway on a completely changed track. The promoter, in the hopes of giving some of the other riders a better chance of winning, shaped the track something like a lemon, with a point at either end. It didn't give the advantage to any other riders, the Bast Boys showed that no matter what, they will win out.

Last week, I told you about Steve Bast becoming the only rider this year to clean sweep the show. What this means is that he won every event he was entered into, something like a no-hitter in baseball. Mike Bast could not let his brother get away with anything like that, so last Tuesday night at Ventura he matched Steve by doing the same thing. If that was not enough, he did the same thing the next night at Bakersfield. He was high point man in the qualifying round, winning every event and the run off between himself and Bill Cody. He was the main event winner in the regular half of the show, winning every event he was in.

Back at Ventura we see the same old problems with the starting gates, and for the third straight week they were forced to use the old waving of the flag. This outmoded way of starting the race was the biggest disappointment of the night for several reasons.

Fifty percent of the riders could read the starter. They knew when he was going to start and they beat him to it, so there was a lot of cheating. I pointed this out to the starter, and he said he didn't care, that he didn't get paid to start the races with a flag. Things got much worse.

In the Scratch Main event, with all four riders on the line waiting to go, Mike Bast jumped off the line and was even with the starter who stands about six feet in front of the riders off to one side. As Mike went by, the starter waved the rest of the field off, and the race was underway. As Mike went through turn two, he looked behind him to see if the black flag was going to come out for him, putting him out of the race or restarting it as had been done several times before that evening. Because most of the riders are unfamiliar with the flag start, every advantage is shown them.

As it turned out, the starter picked up the red flag, the one used to stop the race, and we all thought the race would be stopped as it should have been and restarted without Mike Bast.

This was not the case, as the red flag that was in the hand of the starter, who is also the referee at this track, is used to keep track, by marking on the ground with the stick, how many times the leader has come by.

While talking with Mike after the race he said he was more disappointed with what happened than the fans. The feat he had just completed, winning every event he was entered in had a bad blemish on it. This may be why Mike went out the next night and won every event, without a hitch, at Bakersfield.

The only other winner of the night at Ventura was again Keith Mashburn, who won the Second Division Main. It was his first Second Division ride of the year. He won his debut two weeks ago in Third Division racing.

BAKERSFIELD, CAL., AUG. 15

The first round of qualifying for the California State Championship got underway Wednesday night at Bakersfield with 16 of the top 32 riders in the country tying to earn a seat for the State Championship just two weeks away.

Mike Bast assured himself of a seat by being the top rider of the night with a perfect score of 9. Bill Cody matched that score and was in a head-to-head four lap run-off with Mike. Mike won the match, or tie breaker but Bill is still guaranteed a seat finishing second. Mike Curoso and Paul Orlandi were tied at 7, and the run off went to Curoso. Both earned seats for the Championship.

The race track was about 50 percent better than it was last week when it broke up so early in the night. There were two complete shows that night with the first half being the qualifying round, followed by a very interesting intermission, then the regular scratch part of the program with Mike coming out on top again.

The half-time show was a demonstration of karate followed by what was advertised as a grudge race between the promoter, Bob Francisco and the track photographer, myself, Dennis Greene. Bob and I have no grudge other then a difference in the preference of dune cycle. Bob rode the other brand, All Sport, and myself, thanks to the people at Tower Industries, rode the original Dune Cycle.

Being a modest and humble person I will just say that the other brand finished a poor second, *and I won!!!*

IRWINDALE, CAL., AUG. 16

Thursday night at Irwindale there was something of a surprise for the riders. The track, which had been so wet for the past four or five weeks, was extremely thick and wet, something like Ascot.

The new surface must have been to the liking of Big Mike Konle as he ran away with the Handicap Heat race. His experience at years of big clay track like Ascot showed, and that is where Mike got his start.

The thick clay was difficult for many of the riders, so much so that a second division heat had to be restarted three times because of multiple crashes. The track was dragged several times to try and remove the dirt to the outside of the track, but even the jeep was having its troubles moving the heavy surface. The infield people went to work to do by hand with rakes and shovels what had to be done to make a safe racing surface.

Greg Comstock, a comparative newcomer to first division, had the Handicap Main sewn up for the first four laps. Unfortuntely, it was a five lap race, and in that final lap Rick Woods got by for the win. Greg did hang in there for second place right in front of Steve Bast.

When the Scratch Main lined up, it was anyone's guess who would come out on top. Both Bast Boys were there along with Larry Moon and Mike Konle who had beaten everyone in the earlier events. At the start it looked like it might be a repeat of the Tuesday night mess where Mike Bast got the jump on the starter. As he pushed the tapes to the breaking point, the starter said no, and made Mike back off. As he was backing off, the starter stepped back, pushed the button, and everyone got off at the same time. Big Mike Konle got the lead before the first turn and lost it to Mike Bast. Larry and Steve were working each other over at the back of the field. Steve passed Konle and Moon at the same time, and was hot on his brother's trail. Steve overtook Mike in the third lap, rode through the turn with him on to the back straight and pulled away for the win.

One of those near misses earlier in the night was still being talked about long after everyone had gone home. The story went something like this: Woods was pushing Mike Konle, trying to get past. Mike went just a little wide out of turn two, Woods pulled by and Mike grabbed a big handful of throttle, going into a wheelstand, shooting past Woods. Rick slid wide, right into the path of the wheelstanding Konle. He slid right under the front wheel of Mike as he started to let it down, and it looked as if the wheel had come to rest on the shoulders of Woods. Then the big man pulled back on the bars lifting the front end up even higher, he let Woods through to safety, averting what would have assuredly been a serious crash.

COSTA MESA, CAL., AUG. 17

The last night of racing for the week put yet a new surprise for the riders at Costa Mesa. The fever that seems to get all the promoters this week called "let's change the track and try to make for some new winners" finally reached Costa Mesa. At the Orange County Fairgrounds, the track has had four distinct corners or turns. Most oval tracks do, but not this time – the track had three turns. Nothing was changed in turns one and two, but if you looked down the back straightaway there was nothing to see where turn three used to be. The inside pole, or line marker, was pulled to a point with about a six foot cover to it. If a rider could set up his slide right, he could negotiate the turn, making it through in one move rather than in two. This would cause some excitement when the fast guys would enter the turn on the outside, and the slower guys would come in hugging the pole. On the way out of the turn, they all got a chance to meet.

This idea was not all that successful, either. For all the effort that all the promoters put out this week trying to change the show around, one would have to say that their energies would have been better spent in just trying to put down a race surface that would have lasted the whole night.

The new shape did not make any difference to Mike Bast as he went on to win his 25th Scratch Main event of the year. Bill Cody, Rick Woods, and Sonny Nutter were the driving forces in the event.

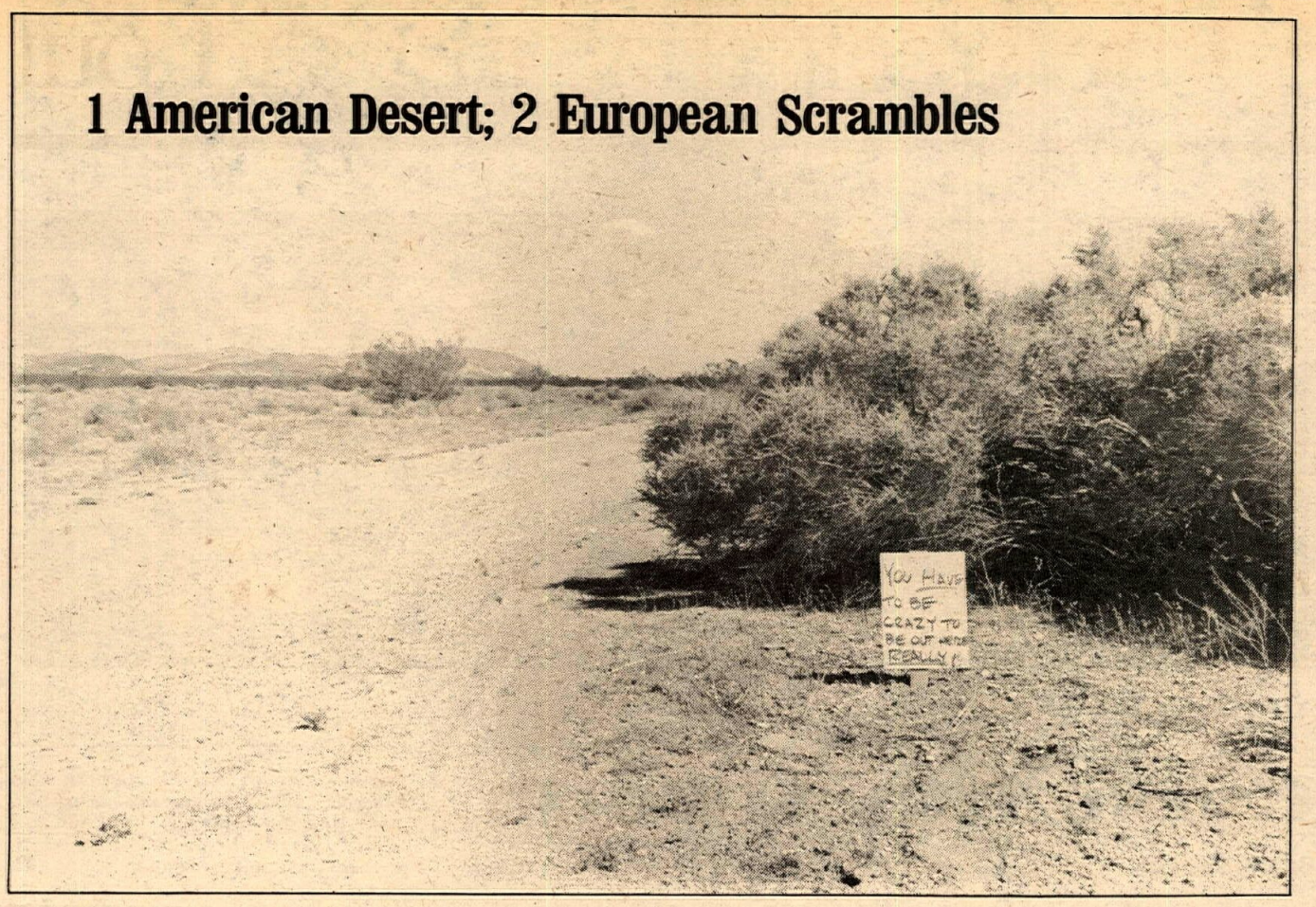
There was a noticeable change in the line up for the Handicap Main event, so you could say there may be something to what the promoters were trying to do after all. The Handicap Main brought Dave Galvin, Dan Becker, Don Cullum, Sonny Nutter, Mike Konle and John Fishburn to the line.

Dave Galvin had the advantage starting from the ten yard line. With a little help from Sonny Nutter he held off the pack. Dave went on to win the race. Dave also had another advantage. The entire field went down in the third turn of the last lap, and the only guy to escape the carnage was Galvin. He breezed over the finish line, Sonny was the firs guy up and managed to make it to second place.

The Second Division events were just plain hard work with riders trying hard to get to the winner's circle. The winner of the Division Two event was the guy who could hold it when everybody else went down.

The cool award went to Wayne Lewis, the survivor of the Second Division Main event. ●

1 American Desert; 2 European Scrambles



Yeah, but it's fun.

Photos by John Sweeny

CUDDLEBACK LAKE, CAL., AUG. 19 The Prospectors and the Rams enjoyed dandy desert weather today for their twin sand scrambles, and the enjoyment was surely shared by Mitch Mayes and Larry Roeseler, who each collected class wins in both events. Larry Pfutzenreuter took a second in the first and a first in the second, while the Brooks boys split wins with Cordis taking the Division II lightweight win in the Prospectors' round and Tom doing the same in the Rams' race.

Tom Poteet (Bul) returned to form with a victory in the first lightweight contest. Tom suffered a nasty unloading at high speed awhile back, and he now prefers the advantage of pre-race practice that's part of the European style events. "When I know where I'm going, I really enjoy going fast," he said. He was leading in the second race until he spilled.

Mitch Mayes just went mighty fast and rode smoothly to win both heavyweight Open Expert events, and he had to because A. C. Bakken (Hus) and Bryan Brecker (Bul) were also flying in fine style. They finished second and third respectively in the Prospectors' go, and Brecker took second in front of Jack Knebel in the second contest.

While the Brooks brothers each got a win, each experienced some problems in the events they didn't win. Tom broke in the first race, which his brother won, and Cordis returned the favor by breaking in the second one.

Larry Roeseler (H-D) again displayed some excellent riding to win over second and third placers Chris Webber and Mike Cartledge in both races. It must make someone in Milwaukee proud to see that little Baja out ahead of a Penton and a Hodaka.

Another double winner today was Gary Davies (Yam), who logged two wins in the heavyweight Novice class.

It was just a fine day in the desert, with moderate temperatures and even a cooling breeze to make it downright comfortable. Both clubs offered circuits combining plenty of high speed sections with challenging up-and-downhill rocky parts to keep everyone honest. A good time was had by most folks, and among them were a number of Rim Runners who were quite happy with the amount of gold they collected. ●

Larry Roeseler took double wins in 100 Expert class.

The flag; always a welcome sight.

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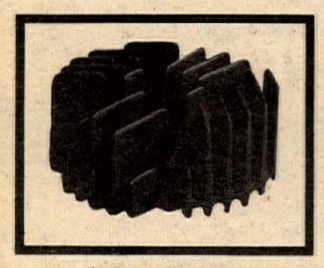

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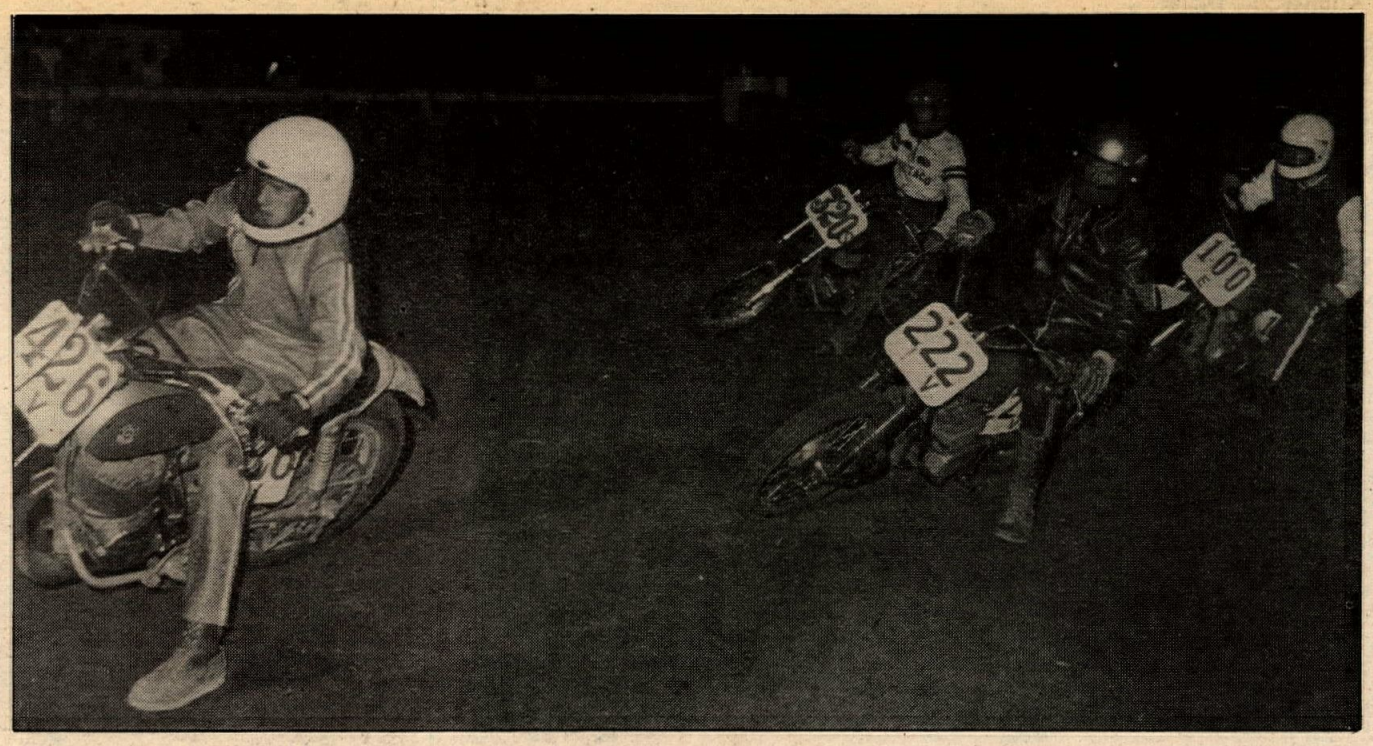


The 125 Novices spread out at Oakdale.

Cycle News North

By Bill Spencer

Drew Stuns Pioneer Crew

OAKDALE, CAL., AUG. 11

Larry Drew tripped over to the Central Valley from Petaluma and waxed the best the valley could offer in the White plate short track 250 Expert Main. Drew is right on top of that list and showed the reason why, with an out-a-sight pass on Ray Huff, and old man of racing in these parts. Drew's Ossa is the hot set-up for this cushion, and he received a resounding cheer for his win.

Pat DeBernardi did something that he hasn't done in some months. He won a race; the 200 Junior over Skip Hathaway, who just about owned the class. Pat had been off for awhile with an injury and just couldn't get it back but did the job tonight.

Coming up with bad signs in racing is easy. Take for instance the full moon. Tonight the moon was full, and the Turloch Lake crew had all won their Heat races. The crew is Alan McGehee, 125 Novice, Billy Rose, also 125 Novice and Stan Slade, 175 Novice. Now when these three all win, and the moon is full; thats a bad sign.

In the 125 Novice Main Billy Rose came off second and was doing right well behind leader Ted Rouse, while Al McGehee was back about last or so. Now it was Al's birthday, and it just wasn't right for him not to do well. So, about half way through the Main, fifth and sixth fell down. Al and another rider diced through the crash scene and Al was fifth. Well, it looked bad, as the crew triped down the back straight and the white was about to appear. So, Billy Rose, being the nice guy that he is and seeing as how Al fell last week giving him a trophy, took a soil sample, giving Al a fourth and a trophy for his birthday. Billy's comment after the race was, "We're even."

In the 175 Novice Slade wasn't even close, with Ronnie Beck beating out Jerry Young for the win. Slade received his just due when he finished only to find out that the crew had left and gone back to the lake.

Randy Mamola is still the King of the mini's, with consistent wins in the 100cc minicycle class. His problems only occur when he falls in the other events. Jon Haan is still Mr. Consistency, though, and the little guys are still quite a sight to behold. ●

Jorgy's Double at Lodi

LODI, CAL., AUG. 10

Two Jorgensen boys were the top cats in the winners circle as the Lodi night season gets ready to close down another ten race series.

Alex, the National Scrambles Champ, and young brother Kim were winners all the way in the 650 Expert and 500 Expert, respectively. For Alex it was an easy win, despite the loss of one rider in a family bad accident necessitating a restart. Off the line a collision between Mike Sarandria and Brian O'Hagan caused a delay, as both riders got pack traction over them. Sarandia went to the hospital for a check-up, while O'Hagan restarted. Sarandria came out alright but a might sore.

From the restart it was another Alex show of style and grace, with a very commanding lead at the checkered. Riding his fathers ancient BSA that used to win just about all the events here, the class "C" Novice is on his way to a great career in pro racing, if he can get some bikes to ride.

Brother Kim beat out John Hall in the 500 Expert Main after Ray Huff fell off the pace with some problems. Huff's problems were minor, as he had just won the 250 Expert Main, beating out Kim in the process. The Kim and Ray show is really great, as the 43 year old veteran really has his hands full of the 16 year old newcomer. Ray is all smiles about the competition, even though his emphysema keeps acting up and making it difficult to do things like breathe.

Sweeping both the 125 and 250 Junior Mains was Renning Bruns, the Sacramento flash. This kid is a definite comer.

Al Wood won the 125 Noivce class and that isn't strange except that Al is an Expert short tracker. Because of the new point system separation of short track and scrambles, he keeps two sets of points and some of the riders and associated folks can't figure it out.

Coming on strong in the 100 Novice class is Denny Weidman. It seems that only a few short months ago he hadn't even won a trophy in two years of racing. Now, all of a sudden he is a winner and in more ways than one. The young lovely that follows him around now is a real fox,or something like that.●

Tardiff Increases J O Lead

FREMONT, CAL., AUG. 8

San Francisco's Kirk Tardiff increased his lead for the top spot in the J O Series Short Track at Fremont Raceway, with yet another win in the 250 Expert Main event. Unstopable Rick Hocking won yet another 360 Expert Main and came from seventh in the standings to a tie for third.

With just three events left to run for the new set of Lancer leathers, the outcome could be a repeat of last year, with Hocking winning, but only if Tardiff falls off the pace. The 250 class is where the points are and he seems just as comfortable riding to the win as Hocking.

Tardiff's win didn't start out so easily though, as Mike Renslow got the big jump at the green, with Tardiff second by scant inches over Steve Eklund. On the third go-round Eklund dropped off the slick goove, and Tardiff got a shot on the inside of Renslow to take command right up to the checkered. Ted Davidson took advantage of Eklund's mishap and took third, with Kelly McIssac beating out John Guglielmetti for the last trophy.

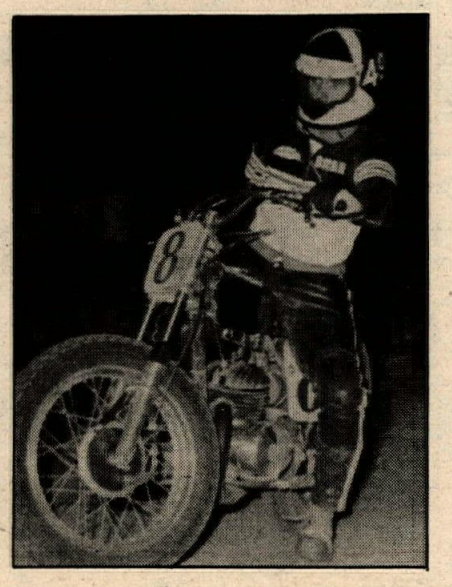
Hocking's win was only slightly different in that, instead of coming from the back row, he started in the middle of the front. The race was over at the flash of the green, despite a hard charge by Fremont scrambles champ Jerry Kole. The style that Hocking shows amazes the crowd each week, as Rick seems to put something new into his act at each turn.

Bob Metter brought his E.T. Cycle Ossa back to the quarter-mile dirt oval and easily won the 250 Junior Main over Gary Orlando and Mitch Perri.

John McRae is the new guy to beat in the 250 Novice class, as his brother Tom was in the Junior class. Tom has been falling lately while John just seems to get faster. All that, and the class just seems to grow every week. Must be a lot of people that like short track.

Brian Johnson went down to Pop Kenyon's Honda shop on Tuesday, picked up a new 125 Elsinore, put K-70's on it with a set of Flanders bars and flat put it on the 125 Novices. The low end is flat for small tracks, but for this full size one it is near hard to believe how well it runs. ●

Brian O'Hagan flips the switch.



Mountain Mayhem

By Marty Gregory

BOISE, IDAHO, AUG. 5

Trials...the gentle branch of motorcycling. The slow sport. The safe competition event. Sometimes! The sections laid out for the Expert class at the latest Boise Trials Club gig proved all of these truisms to be akin to aspirin commericals. Give me a nice mellow motocross any day!

Held some 35 miles north of Boise in or near the scenic Payette National Forest, the trials embodied 12 sections ranging from super-simple to damn-difficult to immensely-impossible! In fact, nearly every Expert took a five on the first section just to keep from tumbling down a fifty foot cliff and being killed! Several of the sections, which the Experts ran five times each, were composed of near-vertical hills and slippery, pine needle-covered rocks. Fiascos were the order of the day and the average marks-lost-per-section was a gross 1.5 for the winner, Danny Moore. Everyone else did much worse and slouchy riders they are not.

The Beginner's sections were laid out in the main meadow on Boise Montesa dealer/rider Chris Kerstein's mountain land. To keep things impartial, Terry Hartung took care of setting up the course and laid out some simple, yet challenging obstacles for the less experienced riders. In the novice-type class there was the usual abundance of "would-be-Micks" on sophisticated machinery and the ever-present enduro-san models. Age among the participants varied greatly and moms, dads and kids alike were all seriously clambering about the bikes with elbows and rumps jutting and facial expressions to suit the contour of the terrain.

The Expert impediments, however, weren't quite so "human drama" amusing as evidenced by many scrapes and bruises suffered in numerous spills. Even winner Danny Moore took his lumps with a get-off on section 11 of mud, pine needles, branches, a fallen tree and the ever-popular rocks.

Speaking of Danny Moore, just give the Cota rider from Boise another year or so and see what jumps off! This event was Dan's first in an Expert status and many of those riders in the "can't trust 'em generation" just had to sit back and admire the plucky lad for beating them. These sections were about as frightening as most of the people had ever seen and one can only theorize that maybe Dan just isn't old enough to realize how freaky it is!

A scenic departure from the scary Expert sections was the Powder Puff class. The trials-minded Moore family has daughter Joella tip-toeing through the sections in championship style aboard a Plonker-Mobile. Joanne Kerstein (they own the place...remember?) rides a Montesa just like the ones her old man sells and probably makes a lot of men on stripped DT-1's wish they could clean those sections like she does "...hmmm...I wonder where I can buy one of them scooters?" These girls help provide some fine demonstrations of skill and add to that good family atmosphere found at BTC's events.

Family fun as portrayed on the tube might be sickeningly sweet most of the time but that corny term, "family atmosphere," when combined with motorcycles of any type, takes on a concept of genuine beauty. A concept far removed from "Ozzie And Harriet" or "Lassie". Trials people know where it's at! ●

RESULTS

EXPERT DIV: 1. Dan Moore (Mon). 2. Terry Hartung (Mon). 3. Bob Moore (Oss).
"B" CLASS: 1. Chris Kerstein. 2. Stan Gilliland. 3. Bill Batcher.
"C-1" CLASS: 1. Bill Batchler. 2. Gary Teller.
"C-2" CLASS: 1. Mike Herring. 2. Brian Beautrioux. 3. Dave Shaw.
POWDER PUFF CLASS: 1. Joella Moore (Oss). 2. Joanne Kerstein (Mon). 3. Carol Smith (Oss).

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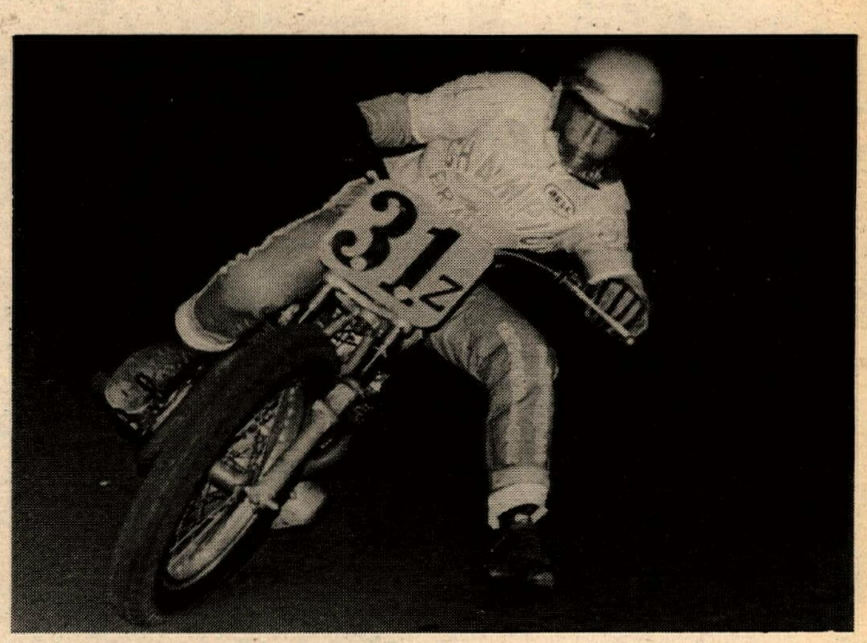

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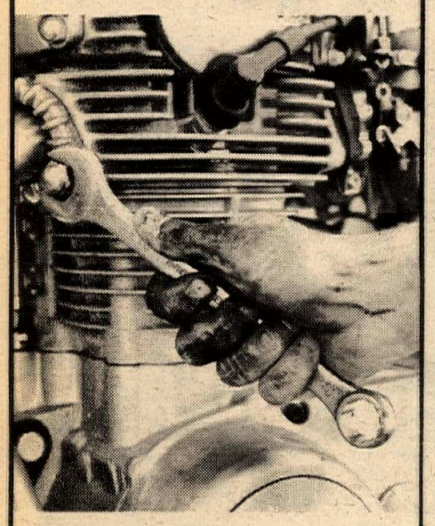

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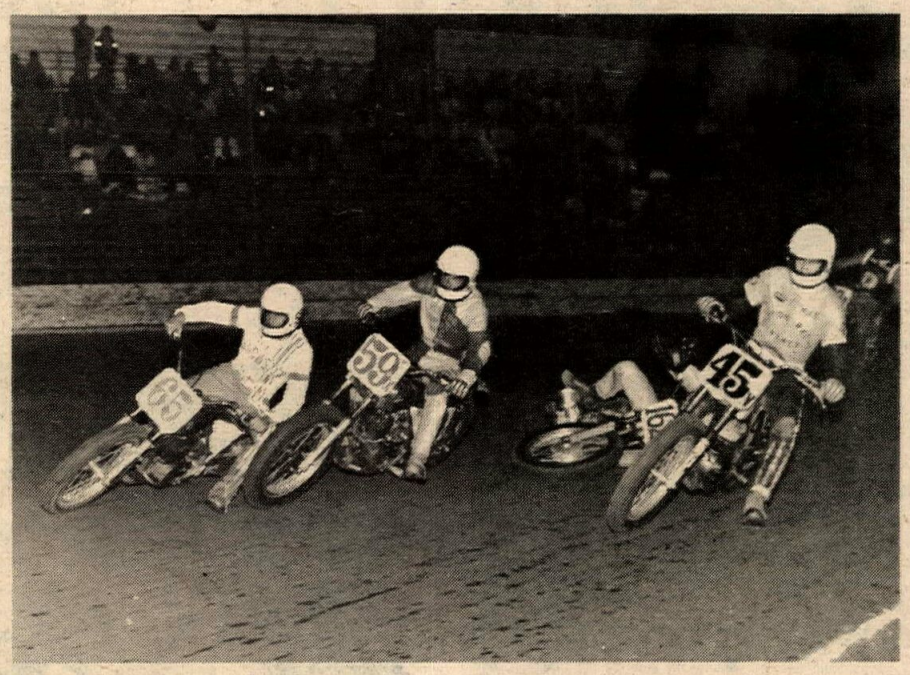
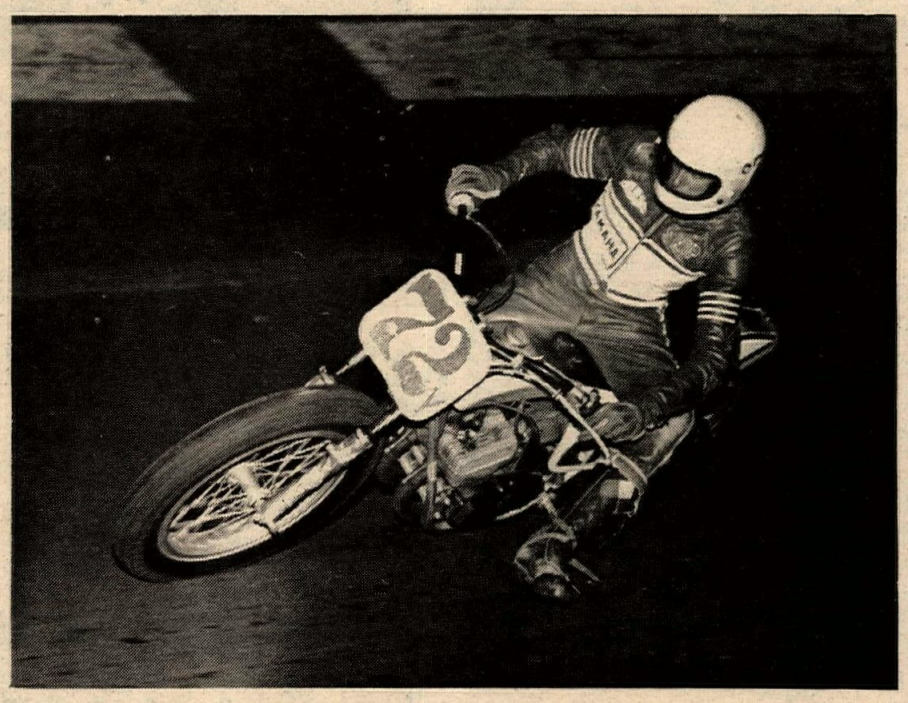


Mike Renslow (45y) won his heat, didn't show for Main.



Skip Aksland ran second in the dash and the final.

Bob Hosford took his Honda to two thirds.

By Howie Fowler

Photos by Sandy Wenk.

GARDENA, CAL., AUG 17

For the first time this season Ascot switched from their regular Friday night half-mile to run a quarter mile short track. Ascot has run quarter mile speedway this season but the quarter mile short track seemed to provide an exciting change of pace for both riders and spectators alike with such notables as Rick Hocking and John Gennai, who last year were the nation's leading indoor short track stars.

Danny Hockie was the fast qualifier and appeared to have the first heat sewed up until mechanical ills put him on the sidelines for the rest of the evening. Denny Robinson moved in for the win with Wayne Wiseman running in second and DeWayne Keeter picking off third and last transfer spot for the Main.

The second heat was won by Junior Rob Morrison with Don Frauenberger grabbing second ahead of Expert Ron Powell. The third heat, the fastest of the nine heats, looked more like a match race between none other than Rick Hocking and John Gennai. Hocking got the jump on the rest of the pack with John hesitating that costly fraction of a second at the start which left him running about fifth. By the time lap three came around Gennai was running third and putting the pressure on Neil MacGregor who was running hard to catch Hocking. Just as they took the white flag Gennai shot past Neil and twisted the throttle for all it was worth but Hocking had the momentum and the win with Gennai second, and MacGregor third.

Paul Conserriere was the only Expert to win a heat race, however this is not uncommon in short track due to the fact that the Novices and Juniors are more familar with the smaller displacement equipment. The number two man behind Conserriere was Mike Laney followed by Russ Barnet.

The fifth heat was won by Skip Aksland followed by John Allison and Chuck Soderstrom. Heat 6 went to Scott Smith with Rick Kraft grabbing the third position. Bob Hosford on a Honda won the seventh heat over Tom Berry and Guy Butterfield. Mike Renslow won his heat, the eighth of nine heats, beating out Tom Clark and Junior John Sperry.

Rex Barratt, one of the hardest charging Juniors this season won his heat over Randy Miller and Mike Myers. With three semis it was the rider's last chance to make the Main event and the first man to win his Semi was none other than, yep, Rick Hocking. Second went to Rob Morrison with third going to Scott Smith followed by John Gennai who again had trouble leaving the starting line.

The second Semi was won by Bob Hosford who also has been riding speedway lately, with Dennis Robinson getting second and third going to DeWayne Keeter on his Harley, Fourth went to Paul Conserriere. The final Semi was won by Skip Aksland followed by John Allison and Randy Miller with Scott Marshall getting fourth.

The Consolation race, which is somewhat similar to the trophy final that is used this year at all dirt track Nationals, was won by Bob Sanders with Mel Stoddard getting second and Al Thielman running third.

Two alternates got to ride the Trophy Dash with Rick Hocking getting the win and Skip Aksland running second, Bob Hosford third and Ron Powell taking the fourth spot.

The Main event was a runaway win for the champion-framed Yamaha of Rick Hocking but the battle for the remaining finishing positions was quite a display of riding talent and determination. Skip Aksland took the second spot with Bob Hosford and Dennis Robinson right on his rear wheel. Don Smith took fifth, Ron Powell sixth, and the current Ascot Half Mile Point leader, DeWayne Keeter, took the last finishing position.

This Friday (Aug. 24), due to the wide acceptance of the Short Track action tonight, Ascot will again have another Short Track program with a Match Race between the nation's Indoor Champ, Hocking and Danny Hockie, who qualified fastest for tonight's program. ●

Bruce McDougal leads fellow Mettcoite at Saddleback.

CMC at well prepared Saddleback

By John Bethea

ORANGE, CAL., AUG. 19

Doug Sherman and Gaylon Mosier wound up tied on points in today's 250 Expert class, and it took Doug's final race win to act as the tie-breaker by CMC rules.

Doug's first performance on a CZ ended with a fourth behind defending CMC champ Mosier (Mai), Bruce Baron (Yam) and Rich Pinnick (CZ). But, then, the entire picture got jumped around and produced the tie in the next race. Sherman scored the healthy win while Mosier, who had moved up to fourth once, slid out and fell back to ninth.

He spent the rest of the race regaining ground and soon before the checkered appeared, returned to fourth to finish behind Jeff Vidic (Mai) and Randy Myers (Bul). It was still good for second overall, and Vidic's and Myer's first race finishes were better than Pinnick's and Baron's second.

Bruce McDougal (Pen), as was Tim Lunde almost a month ago, wound up the week with the neat sweep in 125 Expert action. He won Wednesday and Thursday nights, took second Friday and returned to the winner's circle today, the 22nd time this season.

It was about as close as you could normally get to a tie without really tying. Works-Monark Barney Blume ended with a fourth and second while Bruce had a first and fifth. Blume's factory teammate, Marty Smith, wound up the unaware spoiler in Barney's reported final appearance in American before returning home to Sweden.

Marty won the final race, but together with a 19th in round one, his total was not as important's as Blume's. Barney finished second, but if he had won, could have won overall. And, if he had, Smith would still have finished fourth overall, nothing gained and nothing lost. That error upon the part of pitmen to clue Marty cost Blume his desired farewell victory. Mark Tyer (Pen) tied Blume on points in the final tote, but the best final performance gave the nod to the Swede.

Rex Staten (Mai) and Jim West (Hus) resumed their daytime battles in the 500 Expert, and again Rex proved to be the dominating factor, but don't discredit West. Staten won both rounds and West took two seconds. In the final, for example, the pair had diced so hard that by the time the checkered appeared, third place Rick Long (Yam), from Northern California, was three-quarters of a lap behind, more than a minute. Fourth overall, Luke Messer (Mai), took third in round one and seemed well on his way to nearly keep pace with the forerunners when he, like so many others, retired when his brakes went out.

Four three-moto sweeps occurred today on the finally prepared Saddleback turf. In fact, the course was so well taken care of by Bruce Faver, Saddleback's track Super-intendant that many riders and spectators made a point to comment favorably to CMC Officials about it.

Only one of those three-for-three showings came in the Intermediates. Brad Lynch (CZ) went out of his way to make it terrible for the fellow 250's, including Jack Phillips (CZ), who is nearing the Expert role.

The other three came in divisional race among the Juniors. In the 250 I, Kim Marsh (CZ) did the deed to Charles Richardson (Yam) and in 250 II Mike Gillman (Yam) aced Richard Sciuto (CZ). Top brands changed in the 125 III where John Smoot tipped the hat-trick to John McGonigal (Pen).

Mike Tripes (Hon), younger brother of the SuperBowl winner, wants desperately to join the pro ranks and he came a lot closer today by whipping the 125 Intermediates easily over Tom Devore (Ric). It was his fourth Inter win this season.

Topping the 500 Intermediates was Albert Ortiz, who is also seeking to join his Maico riding pro brother Allen. It was his third Inter victory of the 1973 campaign, and it puts him on the very verge of the transfer.

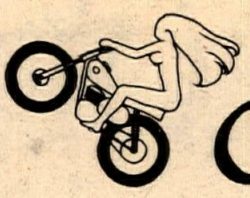
Don Laverty had a difficult time edging out Bob Welch in the race for the 100 Junion big brass, but he did and led a Hodaka sweep of the top three slots rounded out by Rudy Sayers.

Apparently adept at both day and night racing, Dan Loros (Pen) barely missed a sweep in the 125 Jr. II, while equally adept Nick Roberts (Hon) smudged a possible down-to-the-flag scramble with an eighth in the final race to take second.

Robert Garcia (Yam) had to hassle Steve Potts (CZ) in the final two 250 Jr III motos, won them both, but still had little trouble collecting the overall win.

Both Mike Burkhardt (Mai) and Mike Hernandez (BSA) had troubles in the 500 Jrs., and it ended in a tought scramble for the win in the end. The matched first and fifths in rounds one-two, then placed one-two in the decider, won by Burkhardt. ●

featuring — LADY GODIVA ☆



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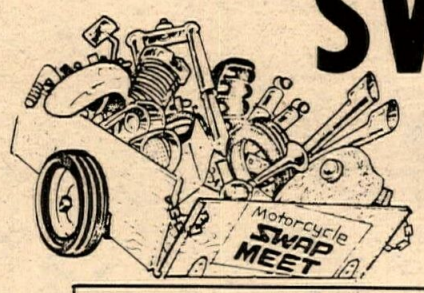

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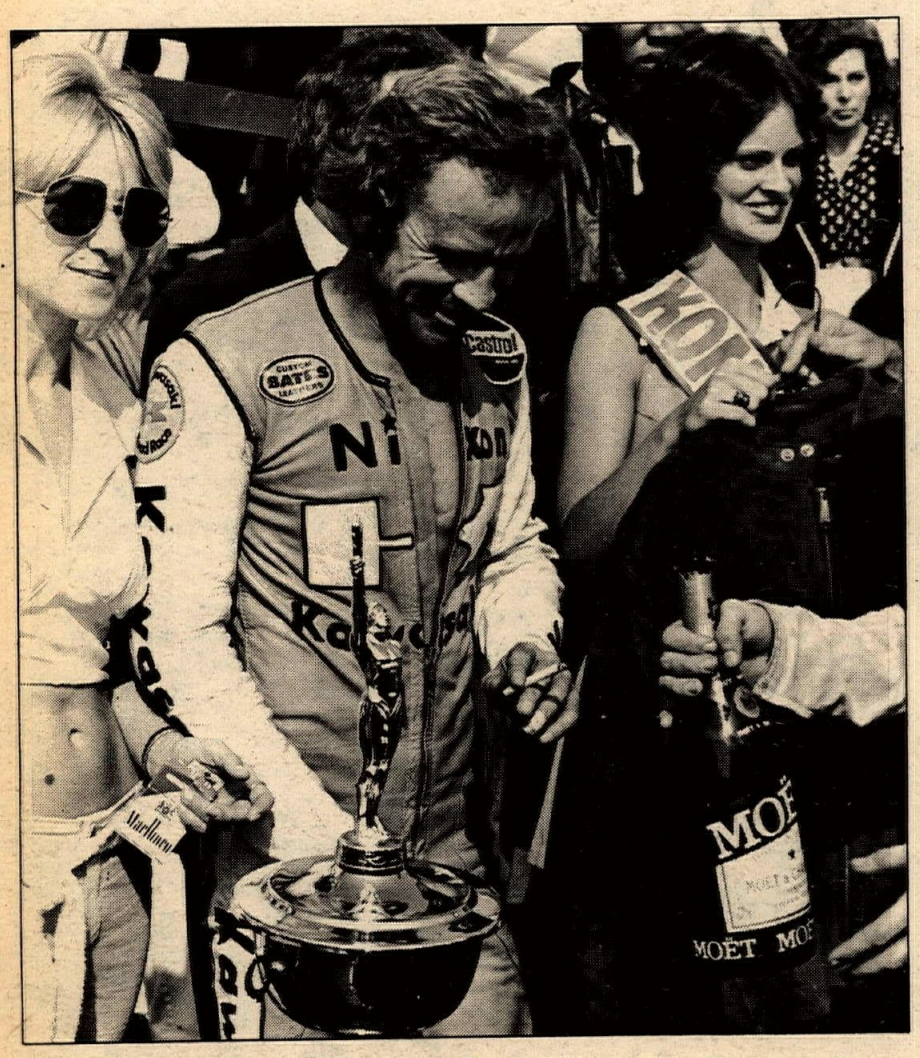


Nixon seems to live in Victory Circle.

Reg Pridmore brought his booming BMW home for ninth.

By Gary & Joanne Van Voorhis
Photos by Boyd Reynolds, Dave Fitzgerald and Van Voorhis

LONG POND, PA., AUG. 19

Despite a last lap seizure, a firecracker-hot Gary Nixon won the Pocono National road race with almost thirty seconds in hand to score his third road race win in a row for Kawasaki.

Pocono overwhelms you with sheer size, just as Daytona and Talladega do. This year an extra mile was added to the course, extending it to 2.8 miles; however the mile they added was nothing but a WFO power straight, hinged in the middle with a relatively slow chicane. It gave some riders problems.

Comment on the track ranged from truly negative to "let's get out and make the best of it" at Friday's practice with only a few of the detractors warming up by Sunday after two days of rubber had been laid down. The main source of gripes was the twisty infield that proved unforgiving to the riders who ride a ragged edge; and shiny spots that dotted the surface in spots were as slippery as ice. By the time the two Expert Heats were run off dark clouds were hanging over the track and activity resembled a fast action old time movie. It was decided that due to lack of entries (32 finally ran), it was not necessary to run a Semi and also that the Experts would run ahead of the Juniors to give the race every chance of being run.

If there was ever a track that favored sheer horsepower this year, Pocono had to be it; drafting was almost mandatory to get anywhere and if your motor didn't have it you were the first to know.

The first Heat kept the crowd on its feet with the kind of racing that stirs the blood and tells you the Final is going to be one helluva race. DuHamel hole shot and led Nixon into the infield with the two opening up an immediate lead over Cliff Carr and Ken Roberts. Art Baumann on another Kawasaki missle made up for his slow start by pulling into fourth by lap three. Nixon and DuHamel kept at it tire-to-tire, drafting and passing, opening a lead and then losing it. Yvon slipped by Nixon on the last lap in the esses with Nixon pulling up alongside on the banking to take the lead and then lose it in the chicane, only to draft and slingshot by on the front straight, leading DuHamel to the flag with every one cheering...and this was only the heat!

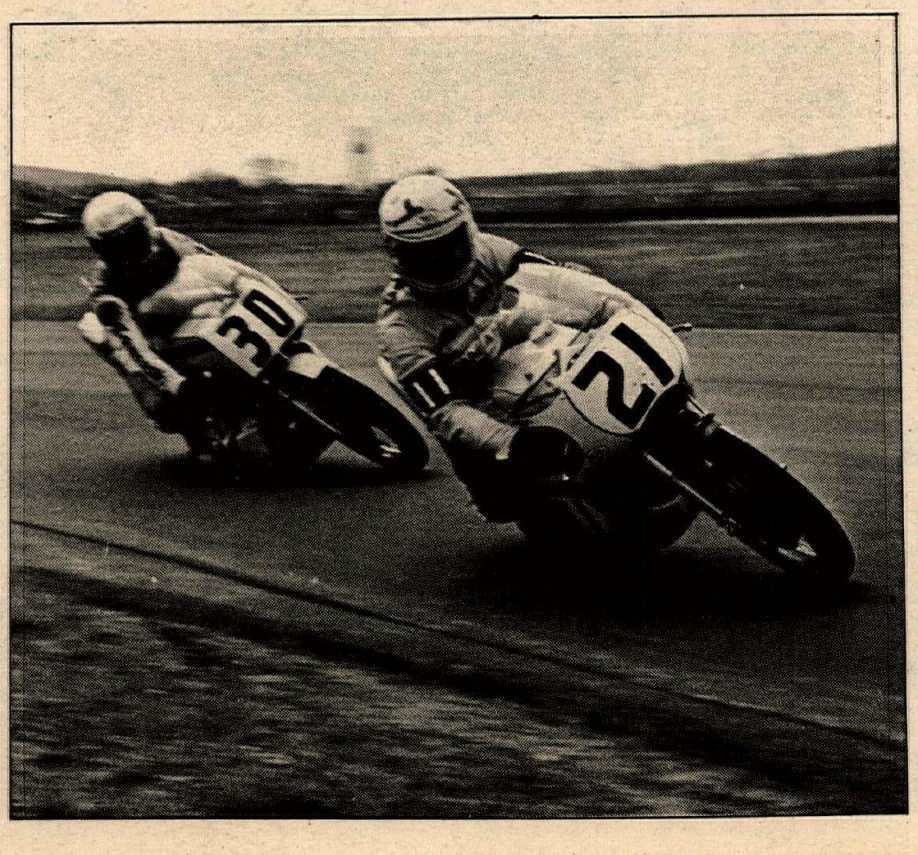
Hurley Wilvert led Heat Two from flag to flag with an old familiar face securely in second a distance behind but working the hell out of the course for every extra foot and extra mile per hour. It was none other than Calvin Lee Rayborn, giving Kawasaki a scare and putting himself on the front grid row. Troubles plagued Paul Smart as he went down in the chicane and wrinkled himself while Gary Fisher sat in the pits after his ignition went sour on the line as the rest of the sparce field motored on. Ron Grant was third until the trio of Don Castro, Gary Scott and David Aldana played pass-on-by fifteen times in a real battle for third with the final order reading Castro, Scott, Grant and Aldana.

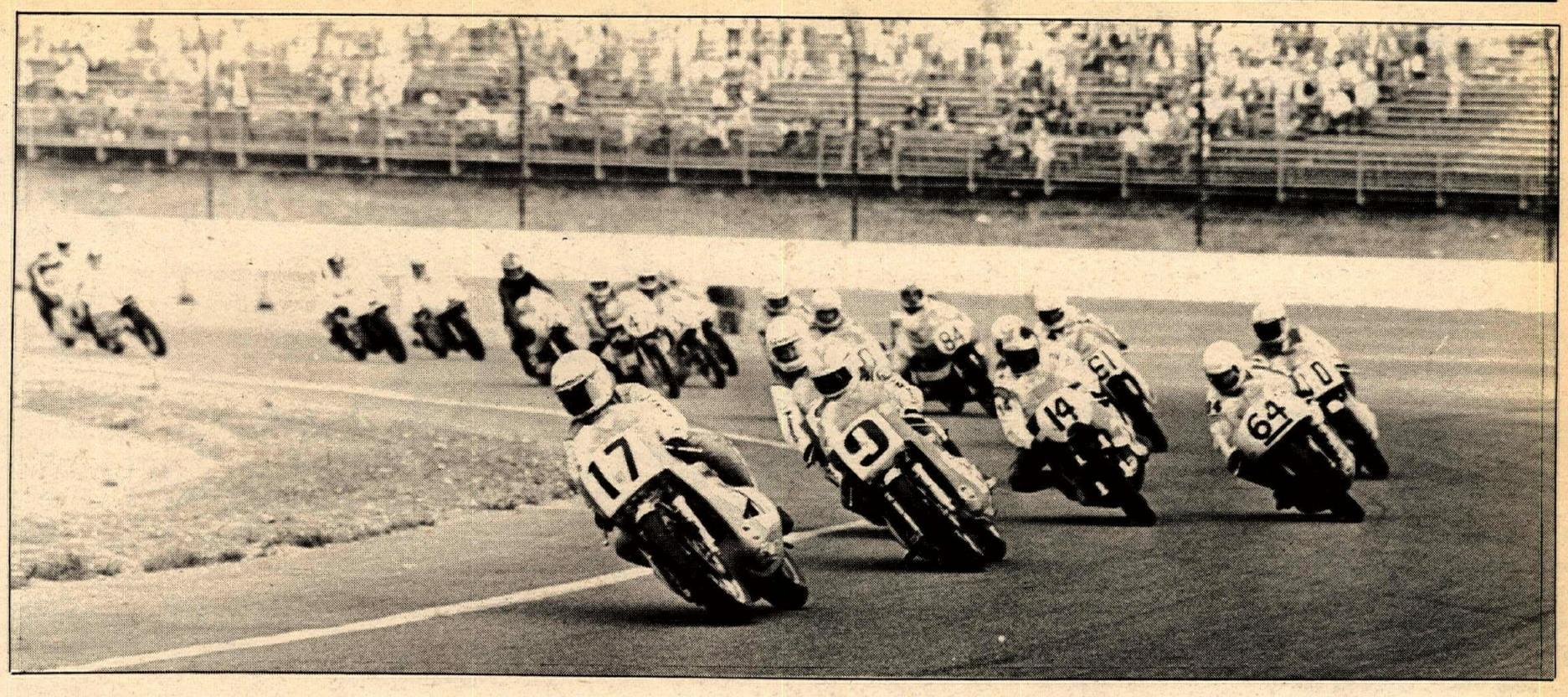
The first Junior Heat ran, and ominous clouds appeared. As the first drops of rain fell it looked like it was going to be the stormy weather blues again. The bikes rolled to the grid under threatening skies but, fortunately, that's all they did as the sky cleared at least for the National before the rains came in earnest.

The orange and black of Rayborn's Harley was all that broke the lime green stripe that stretched across the front row of the grid. Nixon, DuHamel and Hurley Wilvert sandwiched Calvin between themselves and Art Baumann. Cal got away third into the infield behind DuHamel and Nixon, holding off Wilvert until the back straight but kept ahead of Baumann, Carr, Grant and Roberts as the long course began to stretch the field out.

Gary Fisher started in the last grid row but once he reached the banking he pulled out all the stops and passed 14 riders before the end of lap one. The front spots did not change until lap

Gary Fisher recovered from his Laguna Seca injuries enough for third.





DuHamel leads the first turn.

three when Baumann eased himself into third and Nixon passed DuHamel going into turn one to take over and lead until the finish.

Baumann circuited once more and then became the first of many riders to enter the pits without leaving. Baumann's gear lever fell off – scratch one Kaw. Behind Nixon, DuHamel was charging hard a good distance ahead of Wilvert and Calvin with Cliff Carr trying to move up and being chased by Roberts and Scott. The rest of the field was far behind, led by Ron Grant, Gary Fisher, Jim Evans, Conrad Urbanowski and Castro.

By lap seven the heart break really began for Kawasaki as Cliff Carr rolled onto the grass near the pits with a flat tire and two laps later DuHamel called it quits with a wave of his arms in disgust as his engine quit. Calvin motored happily in third behind Wilvert.

For a while it looked as if Harley was back in the hunt until Cal quit with a blown clutch two laps later. Hurley Wilvert stopped two laps after that with an undisclosed problem.

Suddenly on lap sixteen Nixon was thirty plus seconds ahead of Ken Roberts in second with Gary Fisher, Gary Scott and Jim Evans filling the top five. Nixon kept the gas on, maintaining the gap and turning consistent lap times as he sliced through traffic, eating up the track, Grant and Castro were banging it out with Urbanowski holding close, a trio that provided the closest racing of the last half of the event. Back further Reg Pridmore was scooting his booming BMW ahead of Steve McLaughlin in a private tussle. The top five places remained the same to the flag with Grant holding onto sixth ahead of Castro, Urbanowski, Pridmore and McLaughlin.

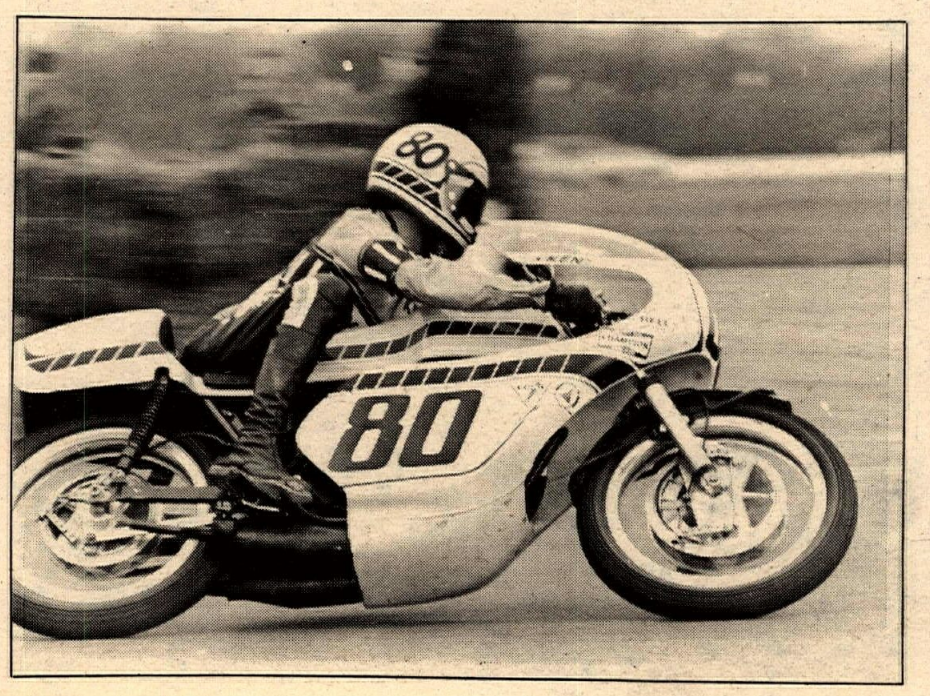
The Nixon, Roberts and Fisher finish didn't appear to be spectacular until you realize that Fisher moved up 29 spots to take his place in the winner's circle, Roberts shifted the last four laps without a clutch (the cable broke), and Nixon ran out of gas and seized two hundred yards from the finish! That's three in a row for the Irv Kanemoto prepared bikes and they're looking to make it six.

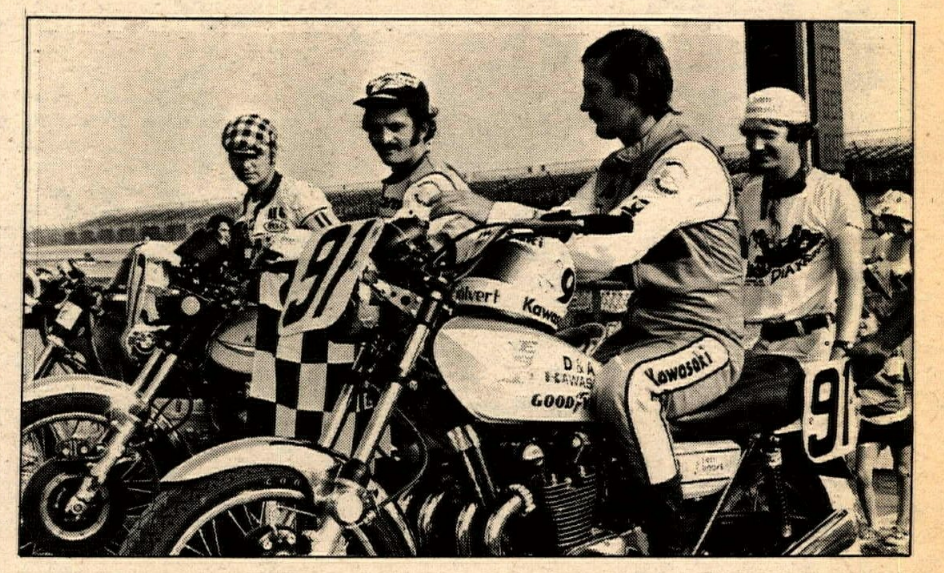
Someone asked Nixon about being over the hill in the post race press conference to which he replied, "I'm ten years younger than a lot of the good guys". Better watch out 'cause there's another Nixon on the way – Gary Jr. – and he's as slick as his dad. Who else would kick Ken Roberts in the shin in the winner's circle? ●

Results:

EXPERT: 1. Gary Nixon (Kaw); 2. Ken Roberts (Yam); 3. Gary Fisher (Yam); 4. Jim Evans (Yam); 5. Gary Scott (Tri); 6. Ron Grant (Suz); 7. Don Castro (Yam); 8. Conrad Urbanowski (Yam); 9. Reg Pridmore (BMW); 10. Steve McLaughlin (Yam); 11. Doug Libby (Yam); 12. Dave Aldana (Nor); 13. Bart Myers (Yam); 14. Dick Mann (Tri); 15. Jean Lysight (Yam); 16. Gene Romero (Tri); 17. Larry Schafer (H-D); 18. Robert Wakefield (Yam); 19. Jim Meltrando (Yam); 20. Torello Tacchi (Suz).

Ken Roberts was second and pointed at National Champ.





DuHamel rode a 750 Kawasaki (instead of the 903 that he used at Laguna Seca) to again win the Heavyweight Production race.

Production Races

By Gary Van Voorhis

MT. POCONO, PA., AUG. 17

Production racing got off the ground at Pocono but just barely as a slim field of eleven Lightweight and seven Open class riders each ran ten laps, 28 mile races.

Mike Clarke had no trouble in the lightweight class as he was first away from the "Le Mans" style start and was never caught much less seen for the remaining nine laps. Clarke's smooth style and obvious experience opened up an uncatchable lead and left the others to fend for themselves.

The opening lap held some promises as Bob Endicott, Bruce Berlinger, Mike Hishiki and John Yurejefcic waged a one lap duel for fourth before power and ability spread them apart.

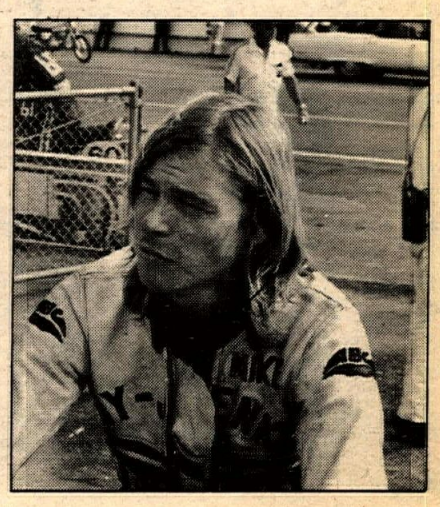
Clarke collected his win way, way, way ahead of second place Ed Turjanica with a lot of space separating him from Dick Chambers.

The Open class was more interesting even though there was only seven riders in it. Yvon DuHamel sped away in the lead but was closely followed by the rest of the field. Steve McLaughlin closed on DuHamel but went down as he charged an infield corner too hard; from there on the pressure was off Yvon. Hurley Wilvert and Reg Pridmore provided the best racing as they dueled the entire way with Wilvert losing his edge but then regaining it on the last lap with Pridmore in third. ●

Production Race Results

HEAVYWEIGHT: 1. Yvon DuHamel (Kaw). 2. Reg Pridmore (BMW). 3. Hurley Wilvert (Kaw).
LIGHTWEIGHT: 1. Mike Clarke (Yam). 2. Ed Jurjanica (Kaw). 3. Dick Chambers (Yam).

Mike Clarke won the Lightweight Production, was sixth in the Combined, and was third Junior.



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The John Long Show!

Combined

By Gary and Joanne Van Voorhis

POCONO, PA., AUG. 18

John Long has a secret and he's not going to tell anyone. Long found some magical horsepower and when the Lightweight Combined was over privateer John Long had become the first Junior rider ever to win the event since it was first introduced.

And what's even more interesting is that it took Long only four laps to dispatch of some of the toughest competition on the circuit including Team Yamaha, Team Kawasaki, and the strong private bikes of Team Vesco and Team Dirty.

The new layout of the Pocono International Raceway track posed a lot of problems for the riders with the most important being gearing or more accurately – how to get through the infield and still be geared for the long, long back straight. The other problem was horsepower or the lack of it since all the bikes running are supposed to be "evenly matched". Everyone found just how evenly matched they were after the first four quick laps of the race.

John Long geared for the straights expecting the race to be won there and guessed right. Kenny Roberts guessed somewhat wrongly evidenced by the fact that he was peaked out in top gear only halfway into the power straight. A frustrated Yvon DuHamel allowed that he was ready to call it a day after only three laps of the race (frustrated by the lack of that all important ingredient – power) and Gary Nixon, on the Dirty Distributing Yamaha felt he had more power than any previous race but it too was not enough. If it was frustrating for Roberts, DuHamel and Nixon, it was ecstasy for winner Long: "I had only one bad moment in the race when the engine jumped out of gear and I thought sure it would seize, but after that it was easy running".

The qualifying heats were run on Friday to spread out the races more evenly over the three day event; possibly accounting for the small rider turnout.

Heat one was a factory race with all the riders for Yamaha and Kawasaki on the grid. Kel Carruthers wheeled out his bike when it appeared that Don Castro might not show up; a feeling that proved almost true. Castro made it but at just the last moment and started from the rear of the grid. Fisher broke into the lead from his pole spot closely followed by Roberts and DuHamel. Art Baumann, true to form, made it as far as the infield before losing it in the esses and guaranteeing himself a back row start, for the final. Roberts and DuHamel quickly moved ahead of Gary Fisher, healing from his crash at Laguna Seca, to enter into a race-long duel that saw them finish in that order. In the back of the pack Castro was making a determined bid and picked off Carruthers for fifth just behind Bill LaBrie.

"I guess I shut off soo soon" was Gary Nixon's comment after losing heat two to John Long at the finish line. Nixon and Long dueled the entire race doing a pass and repass routine with Nixon on top coming off the last corner to the finish line with enough motor to get the win; Long was drafting but appeared not to have enough power for the sling shot attempt. But Gary shut off and a surprised John Long quickly took advantage edging Nixon by a short distance. Conrad Urbanowski on another Dity bike was third ahead of Mike Clarke and Dave Smith.

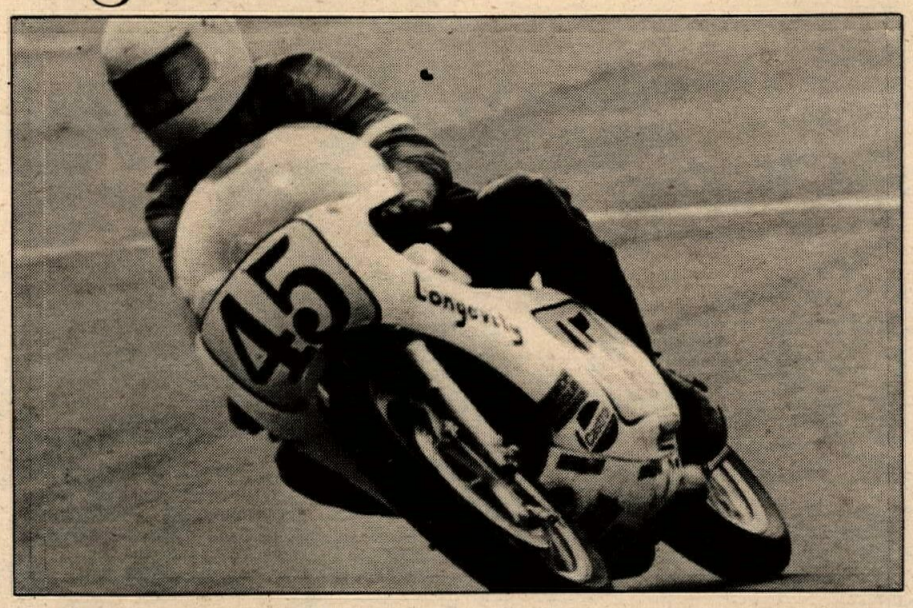
Roberts (via fast heat) held the pole for the final with Long, DuHamel, Nixon and Fisher filling out the front row; a grid of 24 riders in all. DuHamel's hot shot was enough to hold him the lead as far as the entrance to the infield where he lost and then regained the lead from Roberts and Nixon only to lose it again as the long back stretch exhibited just who had the horses and who didn't. Long, in fifth through the infield moved into second by the end of lap one then dropped back as he was out braked into the hard infield entrance corner. The first three laps were pure excitement with the lead changing officially four times but many more in the actual dicing in the infield.

Down the front straight on lap two Nixon drafted and moved back into second then dropped back after the infield as they rode onto the banking while Roberts, Long, and DuHamel played follow the leader. Halfway into lap four Long turned the wick WFO on the banking and literally ran away from Roberts, opening up an interesting thirty yard lead. Long lost some ground in the infield, then safely motored for the rest of the 18 lap race.

Roberts continued in second, unable to close enough on Long to pick up a draft; DuHamel motored a distance behind the two with Nixon an equally distant fourth. The real racing was beginning in the middle of the pack as Art Baumann and Bill Labrie fought for seventh and Mike Clarke and Jim Evans did likewise for eighth.

Lap eleven saw Long begin to lap the slower riders with a six second lead over Roberts. Gary Fisher and Don Castro were waging their own race, challenging no one but themselves until lap fourteen when Labrie picked off Castro and Baumann began to press. The race really intensified during the last laps as Mike Clarke, Jim Evans, Labrie, and Baumann all rode tire-to-tire with Evans pulling a short distance away on the white flag lap only to fall in the chicane. The edge was to Baumann coming up on the checkers but Labrie was drafting Castro and Pierce; passing Art and Don and Ron in the last fifty yards for seventh.

John Long took the win with ease, a safe (unofficial) six seconds ahead of Roberts and a good distance ahead of DuHamel. ●



John Long won everything he touched. He even tuned the winning Novice bike.

Results

250 COMBINED: 1. John Long (Yam). 2. Kenny Roberts (Yam). 3. Yvon DuHamel (Kaw). 4. Gary Nixon (Yam). 5. Gary Fisher (Yam). 6. Mike Clarke (Yam). 7. Bill Labrie (Yam). 8. Don Castro (Yam). 9. Art Barumann (Kaw). 10. Ron Pierce (Yam). 11. Jim Evans (Yam). 12. Robert Rectenwold (Yam). 13. Peter Chauncey (Yam). 14. Bart Myers (Yam). 15. Denny Varnes (Yam). 16. Dave Watkins (Yam). 17. Jeff March (Yam). 18. Jim Metrando (Yam). 19. Conrad Urbanowski (Yam). 20. Cliff Carr (Yam).

Juniors

LONG POND, PA., AUG. 19

John Long won what was probably the shortest Junior event in AMA history. Five laps into the Main the red flag came out as the light drops that had started to fall on lap four became miniature buckets.

The Final had shaped up into a good race with Bill Labrie winning the first Junior Heat over Long in a close race. Long came off the line poorly and had to work his way through the pack before closing on Mike Hishiki and Mike Clarke in second and third. Meanwhile, Labrie was using the diversion to gain as much ground as possible and a good spot on the front row.

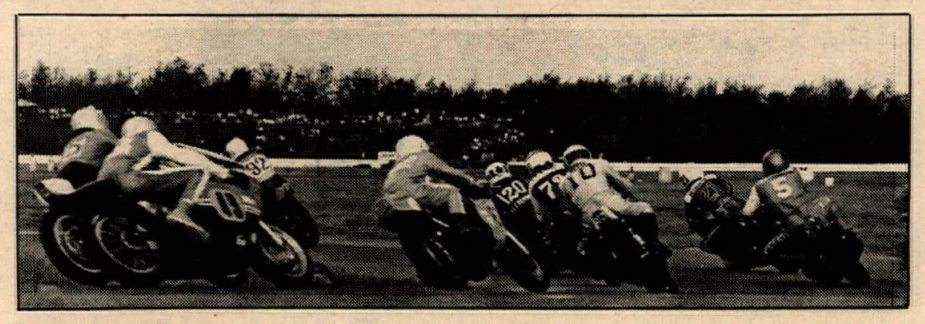
Long slipped inside Clarke going into the turn one sweeper, picking up second on the last lap and pushing hard through the infield. Clarke hung onto Long, and the duo closed on Labrie down the back straight with Long shaking off Clarke out of the chicane and almost motoring by Labrie at the flag.

Denny Varnes, one of the top Eastern Junior dirt riders, improved his road racing stature by winning the second Junior Heat by an eight second margin over Doug Teague, Tim Rockwood, and Scott Brelsford. Varnes grabbed the lead for the five lap race in the infield esses on the opening lap and never relinquished it. Teague bumped Rockwood on lap three, reversing their positions while Scott Brelsford motored to a consistent fourth.

Rain was imminent as the Juniors lined up for the start, and with that in mind, the flag was waved. Labrie took an immediate lead and almost as quickly slid out in the very tight turn two, allowing Long to squirt through while slowing the other riders. Long didn't need much of a chance to open up his gap, and by the time the first lap ended, he had five seconds over Mike Clarke, Denny Varnes and Scott Brelsford.

John (Longevity) Long continued to pull away as the clouds got darker, and the spectators sensed that running for cover was the smartest thing to do. Varnes pressured Clarke using a little extra motor to take second on lap two with Clarke staying in his draft. Brelsford motored to fourth and the

The Juniors dive into the infield with Long at the back.



rest of the field was so strung out as to be difficult to identify.

The race was red flagged on lap five with the finishing positions reverting to the previous lap.

The "short" race was John's second victory of the weekend and although the running of the entire race may have changed some of the middle positions, it's doubtful that Labrie could have moved up approximately twenty places and caught Long in the remaining laps.

Results:

JR ROAD RACE (unofficial): 1. John Long (Yam); 2. Denny Varnes (Yam); 3. Mike Clarke (Yam); 4. Doug Teague (Yam).

Novices

By Gary and Joanne Van Voorhis
Photos by Ray Ninness

MT. POCONO, PA., AUG. 17

Leslie Johnson riding a Longevity (John Long) prepared Yamaha upset favored Jay Levingston (Dirty Distributing) to win the 50 miles Novice event at Pocono International Raceway. Upset isn't really correct though as Levingston actually upset himself after a very costly mental lapse.

Levingston, on his way to his fifth victory in six races, slowed in the middle laps allowing Leslie Johnson to eat up the large lead that Jay had opened up in the early laps. By lap sixteen frantic pit signals told Levingston that his lead had nearly evaporated and he sought to open up his lead again by turning up the wick; that however was his downfall. Levingston lost it in an infield turn while running in slower traffic, went down, was quickly up but too late. He had lost four places to the front running pack.

Other riders had their problems also; Gary Blackman for one. Gary had won the second Novice heat and held the pole for the final via fast heat; however a poor start left Blackman eighth after the opening lap. In an effort to make up ground quickly, Gary opted to use a later braking point for the chicane which worked fine for the first two laps and then Blackman found himself sliding down the track as the victim of a bit of slickness or perhaps a spot of dirt; anyhow it was the end of Blackman's bid.

At the start of the Novice final Levingston disposed of initial leader Rich Chambers in one lap and began to open up his lead: fifty, a hundred yards up quickly to ten seconds and a lot of breathing space. Just as quickly the race in back of Levingston began to emerge with Johnson only a short distance ahead of a tightly knit pack containing Rich Chambers, Bill Peters, Rich Clutts and Wes Cooley all in tight contention for third.

As the field strung out, the leaders began to snake through traffic on the long 2.8 mile course with Cooley using the traffic to best advantage and bumping Chambers from his pack leader spot. Hank Scott, proved almost as good on the pavement as he is on the dirt by moving into solid sixth.

The last half ot he race saw Levingston's lead over Johnson dwindled at nearly a second a lap to eight seconds then six and finally four as Johnson moved in for what looked like a very, very close finish. However, just as fast as Johnson closed on Levingston; Cooley was closing in on him and it became a race to see who would catch who before the flag fell.

Two laps from the end it was a new race with Levingston down, up and in fifth; Johnson in the lead and Cooley tailing close behind with Peters just another breath away. The daylight between Cooley and leader Johnson began to shrink but the checkered flag ended it all, sending Johnson, Cooley and Peters to the winner's circle. ●

Results

NOVICE FINAL: 1. Leslie Johnson (Yam). 2. Wes Cooley (Yam). 3. William Peters (Yam). 4. Richard Clutts (Yam). 5. Jay Levingston (Yam). 6. Henry Scott (Yam). 7. Ed Eaton (Yam). 8. Richard Chambers (Yam). 9. Otto Fuchs (Yam). 10. Ed Hansen (Yam). 11. Kurt Dillman (Yam). 12. Henry Olynger (Yam). 13. Brad Marvel (Yam). 14. David Roper (Kaw). 15. James Miller (Yam). 16. Lynn Amos (Yam). 17. Delton Teuscher (Yam). 18. Marvin West (Yam). 19. Blake Gambrill (Yam). 20. David McElyea (Suz).

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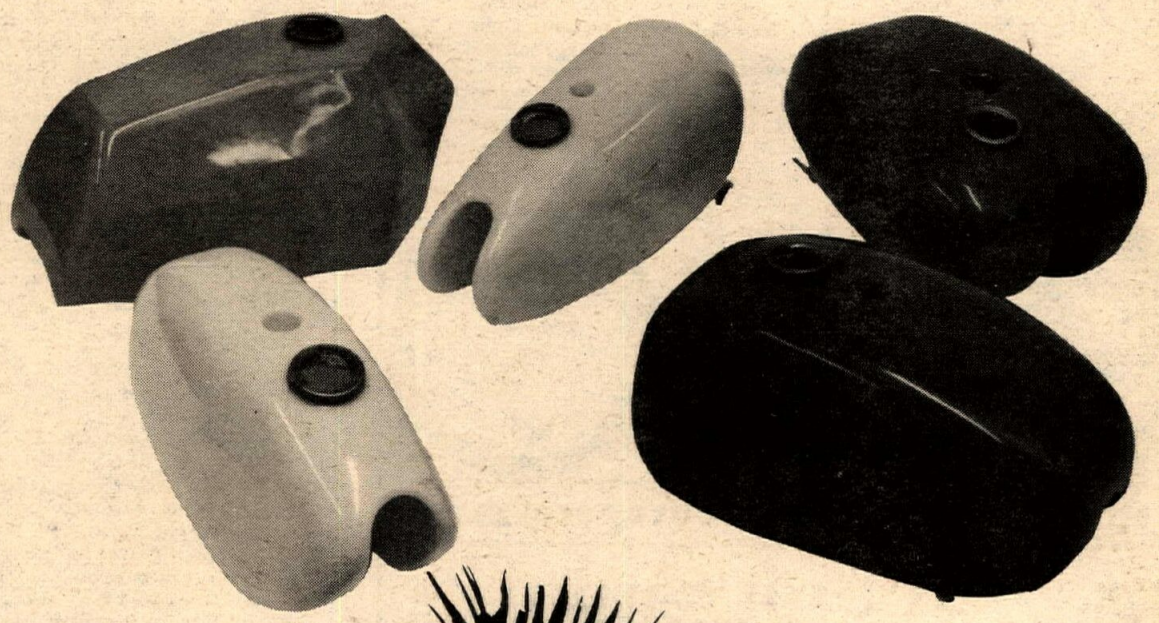

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Plastic fantastic

The motorcycle competition boot enters the 20th century

By John Huetter

It is no longer reasonable to keep calling these essays into new products extensions of the "Cycle News Boot Test" since the subject of this evaluation hadn't been invented when that thorough survey was made nearly six months ago. This is a test of a plastic racing boot.

Association with GP racers bring out all sorts of strange connections and apparatus to hand that are new and different to American eyes. Yes, they do things differently in Europe and care about how it happens in the U.S.A. only to the extent of the potential market. They don't care (very much) how the hell we do it...in California.

The Item:

One of the most radical differences in this footgear is the application of ski boot technology to the demands of motorcycle competition. I've been wondering for some time why somebody didn't at least use the ski-boot snap fasteners on MX boots. Now Heckel, a firm in the Alsation Province of France, has gone the whole way, with a plastic (actually a polyvinyl chloride-coated nylon solid) competition motorcycle boot. It's the first really new boot since flat trackers stopped wedging Army surplus combat boots.

When you think about the problem, the similarities between a ski boot and a motocross or cross-country boot are striking. Both must provide complete foot and lower leg protection from a harsh natural environment while allowing the human being total control over a sporting extension of himself (or herself) to be used in rapid movement over uneven terrain. Anything too flimsy and it hurts your body, but a steel tank is not the answer either. Skiing has now completed the transition from leather lace-ups and buckle boots to the beginning for off-road competition. It will, at any rate, take some of that move adapting to just as it did on the ski slopes in the 1960's.

The Elements:

As mentioned, the basic construction material of the outer shell of this boot is PVC nylon. It is awfully tough material and resists shocks almost totally. It has a *very* high ability to absorb impact and is slicky-smooth so that mud either slides off or washes completely with a squirt from a hose.

The inside liner of the boot is a soft, padded foam material covered with vinyl and a leather snug-fitting top that extends beyond the shell to keep mud and water out. It all works acceptably.

The toe of the boot has a completely smooth profile which flows without interruption into the hard rubber sole. The toe area is built structurally so that the foot is totally impervious to impact. You can drop a brick on your toe, wearing the boots, and it just bounces off with no injury to the foot. The sole is smooth, for skating corners, with just enough heel and cross-ribbing to hold a foot peg on the motocross model. The enduro model has a full lug sole for pushing up muddy inclines, etc. The rest of the boot is identical to the MX type except for this traction tread on the bottom.

There is a rough-cast anti-slip area on the tops and insteps of the boots in a softer, rubbery plastic to allow positive shifting. It will not skid off the shift pedal even when wet. This latter was an important criteria in determining the composition and size of the anti-slip area during testing in Belgium's rain.

The upper leg area of the boot is attached to the lower "shoe" part by two nylon screws which are threaded so as to pull tighter under stress rather than releasing. Metal rivets were tried and discarded as too breakage-prone under competition conditions. They also tended to interrupt the smooth interior profile of the boot.

Gaston Rahier has been wearing the plastic boots for over a month now and, as he becomes accustomed to them, is quite pleased.

There are three aluminum lightweight buckles which fasten the boot to the foot and one large industrial snap which was included as an option and which we found to be optional. Hardly anybody fastened it for dry courses but sometimes did so for mud or deep water. It doesn't seem to be critical but probably makes the boot easier to put on.

The Test

The most obvious advantage to the Heckel-manufactured motocross boot (or enduro boot) is the convenience with which you can put it on and take it off. It takes anywhere from 10-30 seconds to put one of the fantastic plastic machines around your foot, depending on your proficiency and how many times you've done it. The feeling is that of constructing a protective control unit around your foot. To put it on, the boot is laid completely open, you slide your foot into the padded inner liner and press shut the Velcro fastener at the top. You then snap the three ski boot-type lightweight buckles. There are seven positions of adjustment on each that are "locked" in once you find the right one for your leg-leathers combination. Then you don't have to change it. Depending on how lazy you are, or course conditions, you press the lower snap shut. Sometimes we did; sometimes we didn't. The "we", in this case, is Gaston Rahier, 1972 Belgian and Japan Motocross Champion and "me".

At first you are very aware that you have rigid pieces of inflexible plastic on your feet. Then you walk around in them awhile. The hinge works and you soon forget that you're wearing them. Then, onto a motocrosser. During the first 15 minutes of riding you are again aware of a very different sort of footwear covering your toes. Then, you pass through the phase of seeing if you really can shift and brake with the rigid lowers on your foot. Shifting is no problem. Slap-bash! Up or down around Claude Jobe's especially laid out private MX course and you feel no tender pain in your instep. Going down in the gears

foot machine

A distinct advantage of the plastic boots is the ease with which they can be put on or taken off.

there is just enough sensitivity to grab the next gear. There is not enough sensitivity to keep from locking up the rear brake and killing the engine. It is hard to feel just where the brake pedal position is, especially at the critical moments going into corners and on downhills.

Fifteen more minutes pass before the sensors start transmitting the new messages correctly so that you understand how much brake you've put on, or need to put on. After that, it is a matter of polishing your skill. We discover afterwards that this is still an R & D session. The insensitivity to the brake pedal will be overcome by thinning the PVC cover from 2mm to 1mm in the flexible area. The impenetravility of the thick, chambered for lightness sole will not be compromised – since it won't be changed. The damn things begin to feel pretty good, i.e., normal for good-fitting motocross boots after an hour or two of wearing them.

The protection is absolutely unparalleled by any boot either of us has ever worn. Hakan Andersson asks for a pair. Marcel Wiertz wants some.

There is the white paint smear from hitting a course marking post on the shin area of the left boot. There was no feeling of pain or impact. No black and blue marks appeared the next day. The toes have been dug in repeatedly to square off corners on off camber downhills. The stone scars are slowly coming out of the nylon like high-tensile skin. These boots protect your foot and leg and, upon reflection, that is why you wear boots in motorcycle competition in the first place. I inadvertently even got my foot run over and didn't feel any pain. (Obviously, I knew it had happened as the Belgian blew me off.)

Last year's Belgian Trials Champion, Robert Gigot, tried the enduro-soled types and found them suitable for trials. It now seems as if at least one of the Belgian ISDT teams will be wearing them. You just don't get the stone bruises or motor-battering normally expected during riding when wearing these boots. Plus the soles won't peel off because of the construction. The weakest part still seems to be the hinge, but it works and after 15 thirty-minute motos is still working for Gaston Rahier. He likes the blue and yellow boots. I kind of go for the red and black ones. There are also yellow/blue and black/red available, or will be available.

Production won't start for the U.S. until Jim Pomeroy gives his OK to the boot or incorporates any final changes he thinks necessary. You probably won't be able to buy this boot in the United States for another two months and then it will cost about the same as most other top-line competition boots: On the cheap side of $70 (like $64.95 or thereabouts.)

Conclusions:

I see three advantages to the Jim Pomeroy Plastic Boot.

A.) They are easy to get on and off. Snap-snap-snap, literally. Added to this, they are easy to maintain in good-looking condition. Just hose them off after a motocross and they're ready to go. The mud won't build up on them during a moto adding to the weight, either.

B.) The protection to your shin, heel, toe, instep, arch – every part of your body covered by the boot cannot be beat. We did not encounter an impact situation that could overcome the external shell or internal padded liner of the boot.

C.) These boots are likely to last the sportsman rider/competitor quite a long time. If you're lucky, you can figure one season on a good pair of boots; less if you actually race every week. The plastic foot-holders seem likely to go more than that. As an off-the-wall estimate, say three competition seasons. Any breakable items or losable items such as the nylon hinge screws or aluminum buckles will be available as replacement items. I can't see the buckles breaking except under some catastrophic pressure.

I was frankly skeptical of the boots, as was the feisty little Belgian Motocross Champ, Rahier, until we rode with them for an afternoon. Gaston for a month. But, after the conditioning period described, they feel natural, they seem to work in competition, and your feet and shins don't show the marks of your last race for a week afterwards. Plus you can match them to your leathers and look really snappy when you're styling around the pits before, between, and after motos. ●

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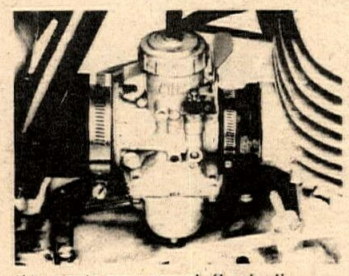

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Want your mother to know what you're doing — give her a gift subscription to Cycle News — sure beats writing letters

Noto directs Leroy Georges and Marvin Detambel, both from the California Department of Education, and both former non-bikers.

MICSEF?

By John Ulrich

You hear a lot about the Department of Transportation when it comes to motorcycle safety, but how many of you out there know what MICSEF is? An exotic seafood? The first name of a famous Russian mouse who lives in Leninland? A beer that has class?

MICSEF stands for the Motorcycle Industry Council Safety and Education Foundation. Under the direction of Dr. Charles Hartman, MICSEF is holding a series of motorcycle safety workshops to train college educators and public officials in the right way to teach motorcycle safety. The graduates of these workshops, being held at universities and colleges all around the United States, are supposed to go back to where ever they came from and set up their own motorcycle safety training programs for high school teachers, who then teach actual students.

It all started about three years ago in a driver education instructor's credential course that Dr. Jim Noto was teaching at California State University at San Diego. One of his students, Luke Lucarelli, a California Highway Patrol motorcycle officer, suggested that they start a motorcycle training program. They did, along with Eric Marcus, a MC salvage operator, and when the MIC established the Safety and Education Foundation, Noto was one of the first people Charley Hartman called in the early part of 1973. Lucarelli's fame also spread, and he organized the teaching plan for the popular Yamaha Learn to Ride Program.

I attended part of a session of the week long seminar that carries two units of graduate extension credit for the California State University system. The students were state administrative officials and educators from forty-five different states, and most had never been on a bike before. When advised before the work shop to bring a helmet if possible, one official asked Noto, "Why, we're not going to ride those things, are we?"

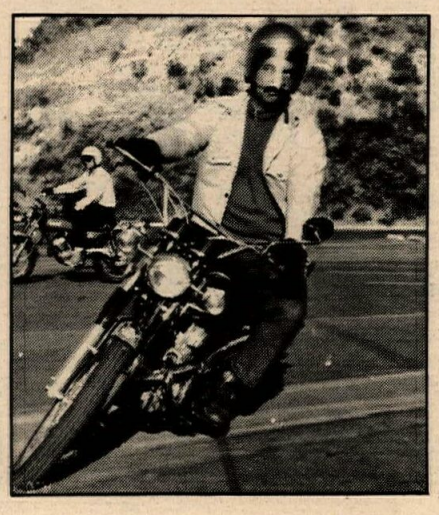
By the time I arrived, every single student was riding around on assorted little motorcycles in a giant isolated parking complex.

The bikes were donated by local dealers, and contributions ranged from five from San Diego Yamaha to one each from Valley MC Sales, K&R Motorcycles (in El Cajon), and Beach Cycle Sales, with Honda of San Diego contributing three, Pacific Yamaha and Floyd Emde each contributing two. The San Diego Safety Council also donated about twenty tiny archaic Yamahas, and a bunch of helmets, as did the Safety Helmet Council of America.

One benefit a dealer loaning bikes to the program gets is the often complete conversion of non-riding skeptics into fanatical bikers, with resultant motorcycle purchases. Lucarelli estimates that 80% of course graduates go out and buy bikes for their whole family, usually at dealers that supported the program. One middle-aged graduate of the course never had any interest in bikes until his wife took the course for fun. Her enthusiasm was contagious, he took the course, and three months later he now owns a Kawasaki Z-1 dresser worth about three grand.

Noto asked for a show of hands of

Dr. Eddie Hildreth Jr., ace Louisiana traffic consultant and biker.



the pre-course non-riders who thought they would be buying bikes when they returned home from the workshop. It was quite impressive to see most of the group raise their hands, including Leroy Georges, Consultant in Driver Instruction, Health and Safety Unit, California State Department of Education.

Talking to Georges later, I learned that a provision for classroom motorcycle training in the public schools is already in the California Administrative Code, and he is negotiating with Assembly Speaker Bob Moretti's office on the subject of obtaining funding for lab (on the bike) training programs to be offered as an elective during the regular high school day.

I picked up some other handy information from Marvin Detambel, program manager for the California Traffic Safety Education Task Force and another first time rider. It seems that Les White of American Honda is on the Motorcycle Education Resources Panel for the Task Force. That in itself may not seem too extraordinary, but when you put it together with the facts that Les White is also president of the MIC, was vice president of the MIC last year, is a familar figure at safety conferences, and was often mentioned as the man behind Honda support of the workshop program, it becomes a little more extraordinary. From my personal contacts I thought he was a nice guy, but this was too much! My Bell Star is off to him.

Other hot shots riding around and catching motorcycle fever included O.K. Hood, who runs a mandatory Motorcycle Defensive Driving Safety School for bike owning Marines at Camp Pendleton; Ivan J. Hilton, Teacher Preparation Director, Idaho State University; Kelvin C. Clayton, Driver Education Coordinator, Wyoming State Department of Education; Dr. Eddie Hildreth, Traffic-Safety Consultant, Southern University, Louisiana, and Ted Ching, State of Hawaii Department of Education. All are biker-converts.

Having passed the long phases of initial planning, the Motorcycle Industry Council Safety and Education Foundation program is now in the initial activation stage. The program may be the private sector effort needed for so long to prevent well intended governmental safety regulations from being totally misdirected. ●

SCRAMBLIN'AROUND

By Maureen Lee

PERRIS, CAL., AUG. 11

Well, it was another night of whooppee for the Old Timers at Perris when all the old hands got together to race together or bench

race depending on their choice. Last year the annual run was formed because the Burton's had been burned out and we all wanted to do something to help them get on their feet again and we did.

This year the turnout wasn't quite so large because the advertising wasn't heavy enough and CN goofed up the calendar. One rider told me he would have missed the whole thing if he hadn't read my column but a gang showed up.

Just as last year the clothing reflected the ages of these riders, mostly black leathers or, since it was a warm night, T-shirt with or without leather sleeves. One rider who I won't embarress by name has grown so portly that he'd had to split his leather coat up one side and put in a gusset of duct tape to make it fit!

Darwin Ballard, an ex-District referee and Ray Bierman from the San Gabriel club elected to wear chicken farmer over-alls but Ray's were something to see. They were made from a wildly patterened material and you could find him anytime you wanted him.

Blackie Bruce came and rode and Sammy Tanner and Dick Hammer came to spectate and we think we saw Van Leeuwen lurking in the bushes. You'd better ride next year, you two! Sam said he didn't think he could hack it. Now anytime a man like Sammy says that you know he's putting you on. He still holds a ten year record for speed at Ascot.

The track was in tremendous condition. Very smooth, fast, wide and safe and although a couple of the guys went down, no one got hurt. We still couldn't get Jim Hunter on a bike although most of his ex-California Gopher club members were game and rode. Monte Darling came down from Washington and Fred Moxley from Sacramento and that's a way to travel for a fun race. But then these guys remember when racing was more fun than it is today with full sponsorships and the race for the number one points.

I take it back about Jim Hunter not getting on a bike. They had two special races, one with hotdogs well lathered in mustard hanging on strings and one the slow race and up shows Hunter on a Penton. Well, if you don't think our mighty single enthusiast didn't get a ribbing for being on a two stroke, you're wrong! He really got needled but that's half the fun of the night and we wish they would have two of these a year instead of just one. Malcolm Smith was beautiful in the slow race and then missed a moto and went home.

Heats were divided much better this year into active and inactive riders, a pro moto and a couple of others I can't remember; too busy bench racing, but it gave everyone an even chance. There were three motos of three laps each, some riders looked like one lap was all they could take and others complained that next year they want more.

The trophy presentation was a howl. Blackie Bruce was first one up and when Gerry Burton brought out the trophies we all let go with a yell. They were beautifully made but instead of a bike on top of the little stand it was the carefully cut off back end of a horse. That of course led to much singing of that rousing old song, "Hurray for Blackie (or whoever) hurray for Blackie..." and I won't go any further as this is a family newspaper.

Special trophies were given for almost every category and you can't say the Burton's were stingy with their trophies. We came home with one for Gene riding the only bike of its make, his 360 Greeves, and when he got a third in the first moto I nearly had a coronary and people were saying, "My God, that's a Greeves." We're still around fellas and shall return.

After the trophies were given out then the real fun started and conviviality started flowing (as if it hadn't been all evening but on a low scale) and for all we know there may be more old timers still out there reminiscing about the good old days. We need more events like this. And California Gophers forever! ●

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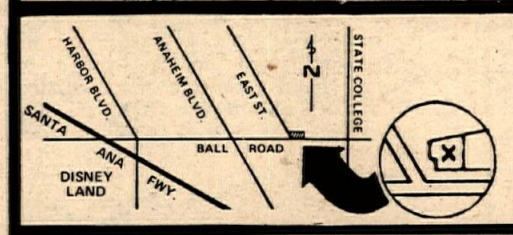

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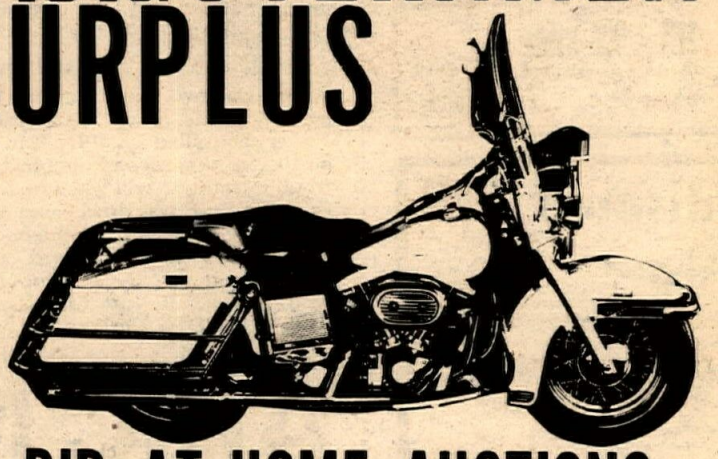

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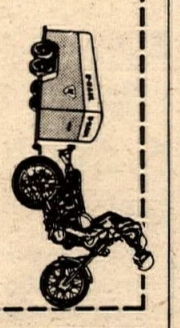

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Saturday at Carlsbad

Open/250 Expert

By John Ulrich

CARLSBAD, CAL., AUG. 11

Bill Shonnard took an early lead from the start in the Open/250 Expert combined before a sparse showing of spectators and dogs. In less than a lap Terry Power, riding a BSA, had moved up three places from a poor start and was closing on Shonnard's Honda Elsinore. They both started leaving the pack far behind by lap two, and the race between the big beezer and the lighter, better handling Elsinore provided the only real thrills of the day. On lap four Power overpowered Shonnard on the big Carlsbad uphill, and started pulling away. Shonnard moved up to duel with Power for awhile, while Steve Sullivan on an open Maico and Frank Steiner on a 250 CZ battled between them and the pack, but by the end of the moto it was Power first by 500 yards on his trick titanium thumper.

The second 250/Open moto, Power blasted away from the start with Shonnard right on his tail. Power's four stroke would gain some ground when pulling uphill, but Shonnard would catch up on the downhills. Sullivan ran third, ahead of the pack, while the Power/Shonnard fight continued out in front. On turn three of lap seven Shonnard got past Power in the first half of the turn on the inside, but when Power saw what was happening, he drove right past Shonnard on the outside, regaining the lead. By lap eight the battle was over, as gigantic blisters from the rough course formed on Power's hands, causing him to slow enough for Shonnard to take the lead and never give it back. Sullivan took third.

Power and Sullivan went home after the second 250/Open Expert moto, since they were the only Open Experts at the track. The third moto was a predictable Shonnard no contest win. ●

Power went home after two motos, but still won Open Expert. Ulrich photo.

Bill Shonnard and his Elsinore went very fast. Ulrich photo.

125/100 Everythings

By Scott Heidbrink

The 125 and 100 class bikes were combined, and in doing so, Intermediate rider, Gary Faxon, won all three. The last time I saw Faxon was two years ago on a CZ, and he still seems to get faster each year. Today, he pulled a half lap lead in every moto. In the second, he had a little trouble trying to win when he fell in the first turn, and was down over half a lap when he got up. But by the end of five minutes, he had the lead and was stretching it out by the minute. Gary won the overall, with Mike Lahoe top Novice, and Dave Gerig top Beginner. ●

RESULTS

MINIS: 1. Colin Foster (Hon). 2. Bill Sears (Hon).
100 BEG: 1. Jerry Fanning (Yam). 2. Randy Neely (Yam). 3. Bill Sterling (Hon).
125 BEG: 1. Dave Gerig (Suz). 2. Bob Willcox (Suz). 3. Greg Steele (Suz).
125 NOV: 1. Mike Lahoe (Bul). 2. Judly Clinton (Bul). 3. Tracy Troy (DKW).
125 INT: 1. Gary Faxon (Suz).
250 BEG: 1. Dave Doss (Hus). 2. Mike Allen (CZ). 3. Greg Putman (Suz).
250 NOV: 1. Greg White (Bul). 2. Jim Clinton (Hus). 3. Craig Walls (Hon).
250 JR: 1. Greg Newland (Mon). 2. Gary Doleshal (CZ). 3. Brad Catcott (Hon).
250 INT: 1. Greg Doolin (Bul). 2. Karl Pfennig (Hon).
250 EX: 1. Bill Shonnard (Hon). 2. Frank Steiner (CZ). 3. Jim Hamilton (Mai).
OPEN BEG: 1. Skip Phillips (Hus). 2. Brian Blain (Suz). 3. Bill Fuller (Suz).
OPEN NOV: 1. Bill Repp (Mai). 2. Mark Dessert (Hus). 3. Cameron Verville (Yam).
OPEN JR: 1. Ron Adams (CZ).
OPEN INT: 1. John Healy (CZ). 2. Alan Bohrabacher (Mai). 3. Charlie Shunk (Hus).
OPEN EX: 1. Terry Power (BSA). 2. Steve Sullivan (Mai).

AMC MX OCIR

By Scott Heidbrink

TUSTIN, CAL., AUG 12

AMC is now using OCIR, the popular night racing track, as a day time one, and for a switch, almost all the riders like it. Their major complaints being that it was too short, and there was virtually no place to pass. Other than these two gripes, which can be changed simply by moving the fences back, everyone had a neat day. The track, which is kept tacky by means of a chemical process, stayed the way it was supposed to most of the day, with little dust.

The Expert classes had to run together. The top honcho of the day was Larry McCarty on a flying 250 Bul 'Sang. In all three motos McCarty really put it to the troops, never having to eat anybody else's dust. While out in front, McCarty just loved to pop wheelies, cross it up, and do all the other neat stuff riders do when they are in the lead. The second 250, overall, was CM-regular, Toby Taki, on his VR Montesa. Always running in the top five was 125 rider, Dave Miller, on a very potent Suzuki. Behind Miller in that class was Rick Bean, on the other Japanese wonder, the Honda. Ted Metzger appeared to have the Open Expert win in the bag, by winning the first two. But the third was his demise, as he had trouble, and ended in last. Carl Gazafy finished a consistent second place in all three motos, which gave him the win, and the top cash for the class.

Another CMC-regular, Clyde Ross, decided to trade in his 380 Chey Zavord a few weeks ago, and spring $1800 worth for a new scooter. Of course, it was a YZ Yammie, and a 360 no less. Well, Clyde looks much smoother, and faster on his new ride, and in looking so smooth, he swept all three of his motos, 500 Intermediate, with Jim Beltink being the only one to give him trouble, and that was in the second moto. Other than that Clyde made it look easy. Second Intermediate was Tim Morgan, with Jim finishing third.

Even though these guys were not in the lead in the combined Open class, they still had quite a good duel within the motos. Tops in the first moto was a Honda rider, mistakenly entered in the Open class. But Dave Blosser won the second, plus taking top Junior honors ahead of Dave Orozco. Clyde led the Opens in the first and third motos.

Billy Glore took top trophy in the 125 Intermediates. In doing so he won two motos, and was second in the last. Second overall was Fredo "Cycle House" Rodil, with an unusual bit of bad luck. The first moto, Fredo didn't get a good start, and had to work, and he did, into second. But the second was a mess, with a bad start, he had to work *hard*, and he just couldn't seem to pass anyone, so he cooled it. But the last one was his glory, as he smoked 'em and won it, thus capturing second overall. Dan Williams was third, with Fredo's brother, Cesar fourth. ●

RESULTS

RACE MX
Corona Raceway
Corona, Calif.
Aug. 9, 1973
By Dale Teubner

SUPER MINI	
Scot Tipton	Hon
Harlan Kistler	Hon
Keith Doege	Hon
MINI CYCLES	
Ernie Townsend	Hon
Jack Browning	Hon
Shane Hawley	Hon
100 BEG	
Charles Hart	Kaw
John Clark	Kaw
Shawn Lambert	Hod
100 JR	
Mike Loper	Kaw
Cy Franke	Hod
Gordon Loar	Hod
500 BEG	
Jim Sturgis	Hus
Ray Beeman	Hus
Brad McCorkell	CZ
125 BEG DIV I	
Chris Fortier	Hon
Scot Clifton	Suz
Ruben Durazo	Suz
125 BEG DIV II	
Mark Willis	Hos
Larry Ripley	Yam
Jon Smith	Hon
125 JR	
Dennis Rose	Hon
Jon Miller	DKW
Ken Doege	Suz
250 JR	
John Adams	Hon
Jerry Lowell	CZ
Don Bazemore	Hon
250 BEG DIV I	
Greg Rodriguez	CZ
Abel Villalpando	Yam
Mike Martin	Hon
250 BEG DIV II	
Ted Hamner	Yam
Rick Morrow	Yam
Derril Ferreira	Yam
250 BEG DIV III	
Gary Colbert	Hon
Ken Shaw	CZ
Wayne Lumbattis	Coo

Speedway
Napa, Calif.
Aug. 11, 1973
by Sneaky Pete

SCRATCH MAIN	
Rick Woods	
John Cunningham	
Butch Corder	
Paul Orlandi	
HANDICAP MAIN	
Mark Eckles	
Ron McGill	
Rich MacMurray	
Paul Orlande	
Mike Rooney	
John Cunningham	
SCRATCH CONS.	
Alan Christan	
Joe Fitzpatrich	
Barclay Trehal	
Mike Rooney	
HANDICAP CONS.	
Dale Stetler	
Barclay Trehal	
Norm Denny	
Bruce Haserot	
Ken Woods	
Joe Henry	
DIV 2 MAIN	
Greg Nelson	
Steve Moore	
Tom Castagnolo Sr.	
Howard Coode	
Bob Martin	
Marty Benck	

NMA National
Saddleback Park
Irvine, Calif.
Aug. 11-12, 1973
by Alice Rhea

PEE WEE EX	
Mike Kohmans	Ind
Kurt Henricksen	Ind
Rudy Dickinson	Ind
PEE WEE NOV	
John Allred	Ind
Sean Steel	Ind
Steve Lenker	Ind
0-61cc STOCK	
6-8 YRS	
Paul Dennis	Yam
Gary Schooley	Ind
Ronnie Eversole	Ind
0-61cc NOV	
9-11 YRS	
Ricky Stevenson	Yam
Shawn Moran	Ind
Raymond Denis	Yam
0-61cc EX	
9-11 YRS	
Kirk Sturgeon	Yam
Fred Armenta	Yam
Mike Marshall	Nov
0-61cc NOV	
12 & OVER	
Tom Lowrey	Yam
Scott Spence	Yam
Clyde Owen	—
0-61 12 & OVER EX	
Brad Dutoit	Yam
Kelly Moran	Yam
Cliff Thompson	Yam
0-61 MOD EX	
9-11 YRS	
Fred Armenta	Yam
A. J. Whiting	Yam
Jim Morgan	Yam
61 MOD 12 & OVER	
Brad Dutoit	Ind
Mike Brown	Ind
Bobby Burns	Yam
0-61 MOD NOV	
9-11 YRS	
Steve Hess	Yam
Tommy Lopez	Yam
Mike Lopez	Yam
0-61 NOV	
12 & OVER	
John Pennala	Yam
Mike Ebihara	Yam
Scott McDonald	Yam
0-81 POWDER PUFF	
Renee Payne	Hon
Joy Marimon	Hon
Amy Bush	Hon
0-81 STOCK	
NOV 9-11 YRS	
Jimmy Simmons	Hon
Bobby Lakey	Hon
Jerry Little	Hon
0-81 STOCK	
EX 9-11 YRS	
Mike Lewis	Hon
Kevin Davis	Ind
Mike Prunty	Hon
0-81 STOCK	
9-11 YRS	
Jim Cartwright	Hon
Mike Miller	Hon
Mike Lopez	Ind
0-81 STOCK	
NOV 12 & OVER	
Andy Palafox	Hon
Dwayne Franks	Bar
Terry Cattermole	Hon
0-81 STOCK	
NOV 12 & OVER	
Gregg Young	Hon
Lance Burgess	Ind
Steve Moore	Ind
0-81 STOCK	
EX 12 & OVER	
Tim Hoover	Hon
Brad Dutoit	Hon
Jeff Ward	Hon
0-81 STOCK	
EX 12 & OVER	
Brian Myerscough	Hon
Mike Brown	Ind
Ted Boyko	Ind
0-81 MOD	
NOV 9-11	
Jerry Little	Hon
Mike Mercier	Yam
Kevin Steel	Hon
0-81 MOD	
NOV 9-11 YRS	
Ernie Townsend	Hon
Mike Miller	Hon
Bobbie Gonzales	Ind
0-81 MOD EX	
9-11 YRS	
Brad Roberts	Bar
Mike Lewis	Hon
Jeff Hewitt	Hon
0-81 MOD NOV	
12 & OVER	
Joe Rivello	Hon
Scott McCarty	—
Lance Burgess	Hon
0-81 MOD NOV	
Lee O'Neill	Hon
Mike Satterfield	Hon
Kevin Harlow	Hon
0-81 MOD NOV	
12 & OVER	
Ron Utaski	Hon
Andy Palafox	Hon
Russ Eide	Ste
0-81 MOD EX	
12 & OVER	
Jeff Ward	Hon
Brad Dutoit	Hon
Gregg Bartock	Hon
0-81 MOD EX	
12 & OVER	
Brian Myerscough	Hon
Bill Franks	Bar
Bobby Tocco	Hon
0-110 MOD	
9-11 YRS	
Brad Roberts	Bar
Scott Talkington	Ste
Jeff Hewitt	Hon
0-110 12 & OVER	
David Oller	Ste
Brian Myerscough	Hon
Lee Eide	Ste
0-110 12 & OVER	
Brad Dutoit	Hon
Lance Moorewood	Ind
Mike Brown	Ind
0-110 12 & OVER	
Bob Kline	Ste
Bill Franks	Bar
Jeff Ward	Hon
RUNOFFS	
0-61 STOCK	
Brad Dutoit	Yam
0-61 MOD	
Mike Brown	Ind
0-81 STOCK	
Brian Myerscough	Hon
0-81 MOD	
Brian Myerscough	Hon
OPEN	
Brian Myerscough	Hon

AMC MX
OCIR
El Toro, Calif.
Aug. 12, 1973
By Scott Heidbrink

MINI BEG	
Rick Rovira	Hon
100 BEG	
Mike Warne	Yam
Dave Rogers	Ric
Steve Arnold	Hod
100 NOV	
Doug Boyd	Yam
Andre Butcher	Hod
100 JR	
Gary Tamieth	Pen
Jeff Heigl	Yam
100 INT	
Mike Lasker	Pen
125 BEG DIV 1	
Bill Myers	Suz
Greg Kapsner	Suz
Dick Bruer	Yam
125 BEG DIV 2	
Paul Ellis	Hod
Warren Posey	Yam
Mike Gilles	Yam
125 NOV	
Steve Lee Fuller	Hon
Mark Brooks	Suz
Mike Senczyszyn	Suz
125 JR	
Dan Loros	Pen
Gary Doyen	Pen
Mark Abrahams	Suz
125 INT	
Billy Glore	Hon
Fredo Rodil	Suz
Dan Williams	DKW
250 BEG DIV 1	
Jim Nasser	CZ
Bob Highsmith	Hon
Jack Petit	CZ
175 BEG	
Bob Rodocker	Kaw
250 NOV	
Mike McDougal	CZ
Darryl Clark	Yam
Larry Lutz	Yam
250 JR	
Carl Reiten	CZ
Mark Balzer	Yam
Bob Munday	Bul
250 INT	
Brad Lord	CZ
Pete Schabasgary	Hon
Kevin Willis	Mon
OPEN BEG	
Pete Ketterhagen	CZ
John Hormuth	Hus
Mark Muller	Bul
OPEN NOV	
Greg Sexton	Mai
Jack Blackwell	Hus
Bryan Taylor	Mai
OPEN JR	
Dave Blosser	CZ
Dave Orozco	CZ
Rick Rolko	CZ
OPEN INT	
Clyde Ross	Yam
Tim Morgan	CZ
Jim Beltink	Yam
125 EX	
Dave Miller	Suz
Rick Bean	Hon
Jeff Creager	Mnk
250 EX	
Larry McCarty	Bul
Toby Taki	Mon
Pete Smith	Bul
OPEN EX	
Carl Gazafy	Mai
Ted Metzger	Mai
Tom Watson	Mai

TT
Wheelers Cycle Club.
Jerome, Idaho
Aug. 8, 1973
by Bob Helms

MINI	
Mike Galvin	Ste
Pat Galvin	Ste
Larry Trueblood	Ste
MINI EX	
Gerald Steward	Ste
Ricky Teagan	Yam
Mark Otero	Yam
100 NOV	
Leon Strickland	Yam
Kevin Huether	Yam
100 EX	
Larry Bolton	Hod
125 NOV	
Aaron Wetherspoon	Suz
Hank Heeling	Mon
Kevin Taylor	Ric
250 NOV	
Kevin Shirrill	Yam
Brent Fenstermaker	Yam
Robert Leich	Ric
250 EX	
Dick Capps	Mon
OPEN NOV	
Dallas Shirrill	Yam
OPEN EX	
Gary Olsen	CZ
Dick Capps	Mon

Short Track
T-Car Spdwy.
Carson City, Nev.
Aug. 10, 1973
by Bob Meyer

100 NOV MAIN	
Dave Mastalka	Suz
Steve Ganz	Suz
100 JR MAIN	
John Olsen	Kaw
125 NOV MAIN	
Bob Carnahan	Bul
Jon Mathias	Ric
200 NOV MAIN	
Frank Caffaratti	Bul
Pat McDonald	Bul
200 JR MAIN	
Bill Lambert	Bul
200 EX MAIN	
Dave Baker	Bul
250 NOV MAIN	
Barry O'Neill	Bul
Tom Gardner	Suz
Mike Potter	Mon
250 JR MAIN	
Jack Hanson	Yam
Duke Nitschke	Hon
250 EX MAIN	
Doug Smith	Bul
Rick Zimmerman	CZ
360 JR MAIN	
Randy Quick	Yam
360 EX MAIN	
Manuel Crummett	Bul

ECRA
Escape Country
Trabuco, Calif.
Aug. 12, 1973

MINI 1st DAY	
Doug Cramer	Yam
MINI BEG	
Tom Gravis	—
MINI NOV	
Colin Foster	—
SUPER MINIS 1st DAY	
Tim Melanson	Yam
SUPER MINI BEG	
Steve Mahan	Hon
SUPER MINI NOV	
Ricky Taylor	Hon
100 1st DAY	
David Smith	Suz
Randy Morgan	Yam
100 BEG	
Dean Carlson	Yam
100 NOV	
Mike Williams	Kaw
100 INT	
Andy Graham	Yam.
125 1st DAY	
Mark Berlanga	Suz
Terry Austin	Hus
Frank Bua Jr.	Yam
125 BEG	
Mark Marinez	DKW
Kirk Atteberry	Yam
Edmond Acosta	Yam
125 NOV	
Robert Aslund	Suz
Steve Loros	Pen
Ron Gossett	Pen
125 INT	
Dru Haase	Mnk
125 EX	
Mark Tyer	Pen
Barry Porter	Bul
175 1st DAY	
Glade Goodrich	Pen
175 BEG	
Anthony Tota	Pen
175 NOV	
August Bartolazzi	Yam
Steve VanWormer	Suz
175 INT	
Mark Ritchie	Pen
POWDER PUFF	
Stacy Bell	Hus
250 1st DAY	
Glenn White	Hon
James Hill	Suz
Arnald Acosta	Suz
250 BEG	
George Healey	Hus
Rick Wasson	Mai
Steve Wilson	Hus
250 NOV	
Don Pentecost	Hon
Jeff Cruzon	Bul
Mike Wintemute	AJS
250 INT	
Russell Wilson	CZ
Mike Winters	Mai
250 EX	
Jerry Cochell	AJS
Jeff Eiersted	Yam
OPEN 1st DAY	
Vic Guerrero	CZ
Robert Micheal	Suz
Jim Anderson	Yam
OPEN BEG	
Kenny Best	Yam
OPEN NOV	
Mark Anderson	CZ
Larry Downen	Mai
Earl Reinoehl	Mai
OPEN INT	
Brad Smith	CZ
Mike Rera	Mai
OPEN EX	
Mike Todd	Mai
Dave Bradley	—
OLD TIMERS	
Earl Reinoehl	Mai

Semi-Scrambles
Triple M Raceway
Marysville, Calif.
Aug. 11, 1973
by H. Pelliccione

100 NOV	
Daryl Bender	Yam
Stewart Chadwick	Suz
Mark Bender	Bul
125 NOV	
Steve Wilson	Pen
Cary Wilson	Pen
Roy Phillips	Yam
125 AM/EX	
Renny Bruns	Suz
Jeff Stadel	Yam
Gary Merkel	Bul
200 NOV	
Preston Persky	Bul
Johnny Cox	Yam
Daniel Hunt	Bul
250 NOV	
Neil Cagle	Yam
Jack Stone	Bul
Mike Miller	Bul
250 AM	
Jeff Stadel	Yam
Renny Bruns	Suz
Emery Gray	Mon
250 EX	
John Green	Hon
Gary Davis	Bul
Mike Ellis	Yam
OPEN NOV	
Scott D. Marran	Yam
Gary Cooper	Kaw
Ralph Stillman	Suz
OPEN AM	
Emery Gray	H-D
James Jay	BSA
Fred Mason	BSA
OPEN EX	
John Green	Tri
Al Ludwigsen	Tri
Gary Davis	BSA
MINIBIKES	
100 OPEN AM/EX	
Brad Bruns	Suz
Ron Gutzman	Yam
Bruce Baker	Ind
OPEN NOV 100	
Ron Miner	Yam
Jimmy Stassi	Kaw
Jeff Williams	Yam
90-100cc	
Ronnie Combs	Ste
Gary Winter	Kaw
Tim Sherfy	Ste
70-80 AM/EX	
Fred Merkel	Hon
Marvin Honeycutt	Hon
Bill Arbogast	Ind
70-80 NOV	
Richard Mullock	Hon
Mark Bean	Yam
Steve Crawford	Hon
50-60 NOV	
Johnny Bratten	Suz
Mark Sturgeon	Yam
Mark Bean	Yam
Lincoln McDermett	Yam
50 NOV	
Jimmy Sisemore	Ind
Scott Dickerson	Hon
Dane Cummings	Hon

CAL-AM MX
Helvetia Park
Sacramento, Calif.
Aug. 12, 1973

100 NOV	
Gary McKay	Hon
Mark Greene	Pen
Rick Tomlinson	DKW
125 NOV I	
David Sexton	Yam
Mark Hall	Suz
Ken Haleen	Hon
125 NOV II	
John Minor	Hon
Jim Sylva	Hon
Jack Young	Hus
125 NOV III	
Sam Perrod	Hon
Dan Geery	Suz
Roger Belgard	Hus
125 NOV IV	
Stewart Bussert	Hon
Dave Nelms	Suz
Brian Whipple	Hon
125 AM	
Jim Moe	Pen
Steve Bargiacchi	Hus
Larry Pippenkroegerl	Suz
125 EX	
Danny Turner	Bul
Kevin Henry	Pen
Pat Wilson	Hon
250 NOV I	
Peter Crowell	Yam
Kenneth Neese	Hon
Brad Beaugham	Mai
250 NOV II	
Cliff Miller	Yam
Jack Hammaker	Yam
Robert Russell	Hon
250 NOV III	
John Putley	Mai
Glen Strefel	Hon
John Kent	Yam
250 NOV IV	
Sam Lohr	Yam
John Margen	Pen
Craig Cain	Hus
250 AM	
Dan Roberts	Bul
Don Sanderetto	Hon
Cliff Coates	AJS
Jim Moyles	Yam
Chuck Lopeman	Hon
250 EX	
Danny Turner	Bul
Jim Turner	Mon
Brian Jodry	Hon
OPEN NOV I	
John Gori	Mai
Doug McCaleb	Mai
Gordon Pejrie	Hus
OPEN NOV II	
Dan Loveless	CZ
Andy Knorr	CZ
Thomas Pierson	Hus
OPEN AM	
Jess Hinricks	CZ
Hank Lanman	Mai
Ted Rogers	Hus
OPEN EX	
Jim Turner	Mai
Jeff Loff	Mai
Allen Yarrow	Yam

AME MX
Spillway Park
Santa Maria, Calif.
Aug. 5, 1973
By Mike Anderson

100 JR	
Brad Davis	Hod
Tim Oliver	Yam
125 JR DIV A	
Mike King	Hon
Chuck Lima	Hon
Eddie Stanfield	Hon
125 INT	
Ron Beardsley	Hon
125 EX	
Vince Clark	Suz
250 JR	
Gary Murphy	Hus
Jim Zwaduk	Hon
Steve Hinton	Hon
250 INT	
Dan Hirtle	Bul
250 EX	
Bill Grossi	Mon
Milan Garrett	Hus
Jeff Little	Yam
OPEN JR	
Chris Johnson	CZ
OPEN INT	
Allen Griswold	Yam
OPEN EX	
Rick Long	Yam
Tom Bass	Suz

Scrambles
Vallejo Speedway
Vallejo, Calif.
Aug. 11, 1973
By James Brammer

50-60 MINICYCLES	
Mike Lowater	Yam
Mark Day	Yam
70-80 MINICYCLES	
Dennis Davis	Yam
Rick Fori	Yam
Murry Brown	Hon
100 MINICYCLES	
Jim Merttens	Yam
100 NOV	
Dallas Davis	Yam
Cheryl Vestal	Yam
Mike Gilbert	Hod
125 NOV	
Mark Michaud	Bul
Dave Elkins	Bul
Lonnie Kerley	Yam
200 NOV	
Fred Merttens	Yam
Steve Hageman	Bul
Rick Shafer	Bul
200 JR	
John Kersha	Bul
Mike Miller	Bul
G. Pietruckiewicz	Bul
250 NOV	
Walter Gardiner	Bul
Richard Garzoli	Suz
Eddie Hagaarte	Oss
250 JR	
Marlin Stewart	Bul
Rick Delacy	Bul
Brad Kotsaris	Yam
250 EX	
Allen Yarrow	Yam
Duane Yarrow	Yam
Darrell Williamson	Hon
OPEN NOV	
Rusty Davis	Yam
Jim Keith	CZ
Fred Merteens	Yam
OPEN JR	
Kenneth Peschel	Bul
Tim O'Hara	Bul
OPEN EX	
Brian Davis	Yam
Allen Yarrow	Yam
Mike Faria	Yam

Blue Plate MX
T-Car Speedway
Carson City, Nev.
Aug. 5, 1973

POWDER PUFF	
Carol Smith	Hus
Kim Slayton	Bul
Jan Thorson	Hus
100 NOV	
Wes Norton	Hod
Jerry Canonic	Pen
Ricky Shelly	DKW
125 NOV DIV 1	
Carl Waidell	Suz
Jim Berryman	Suz
Tom Harrison	Suz
125 NOV DIV 2	
Dan Lamberson	Suz
Tony French	Suz
Dave Nelms	Suz
125 NOV DIV 3	
Wayne Johnson	DKW
Dale Kendrick	Pen
John Thornburg	Suz
250 NOV DIV 1	
Dennis Brownell	Hus
William A. Miller	CZ
Louie Dorworth	Hon
250 NOV DIV 2	
Sam Lohr	Yam
Rusty Charmock	Kaw
Jack Hammaker	Yam
250 NOV DIV 3	
Don Crum	Hus
Chris Hart	Hon
Mark Marshall	Hon
OPEN NOV DIV 1	
Richard Buttner	Hus
John Clayton	Bul
Maurice Sanchez	Bul
OPEN NOV DIV 2	
Don Loveless	CZ
Ken Sigler	Hus
Jerry Canonic	Mai
125 JR	
Ray Forbes	Hon
Mike Marshall	Suz
Mark Johnson	DKW
125 EX	
Danny Olsen	Hus
Kevin Henry	Pen
Jon Boyette	Suz
250 JR	
Roger Heath	Hus
Rick Schopen	Bul
Randy Matlock	Bul
250 EX	
Gary Ceragioli	Hon
Curt Melugin	Yam
Brian Jodry	Hon
OPEN JR	
John Ivins	Hus
Dwight Snodgrass	Hus
Lowell Spiva	Mai
OPEN EX	
Jeff Loff	Mai
Keith Honea	Kaw
Buz Presser	CZ

Short Track
Sonoma-Marin Fairgnds.
Petaluma, Calif.
Aug. 10, 1973
By James Brammer

100 NOV	
Dana McGaughlin	Hod
Richard Biggs	Yam
Cheryl Vestal	Yam
125 NOV	
Donald Moreda	Suz
Jeff Cella	Suz
752G	Bul
175 NOV	
Fred Merttens	Yam
Robert Brattin	Yam
200 NOV	
Rick Shafer	Suz
Ed Perry	Bul
200 JR	
Mike Miller	Bul
Mike Riddell	Bul
John Kersha	Yam
250 NOV	
Fred Merttens	Yam
Eddie Hagaarte	Oss
Kirk Helliwell	Suz
250 JR	
Ralph Cox	Kaw
Hal Johnson	—
Bill Montagne	Yam
250 EX	
Larry Drew	Oss
Dave Pestonia	—
Kelly McIsaac	Yam
360 NOV	
Fred Merttens	Yam
Robert Datto	H-D
360 JR	
Kenneth Peschel	Bul
Ed Neunenburg	Bul
360 EX	
Ron Sarver	Bul
Terry Otton	Bul
Dennis Robinson	Yam

Motocorss
Moreno Valley M.C.
DeAnza Cycle Park
Sunnymead, Calif.
Aug. 11, 1973

MINI BEG	
Robert Bridges	Hon
David Beem	Hon
Chris Bridges	Hon
MINI JR	
John Silva	Hon
100 BEG	
Kelly Milligan	Hon
Lloyd Lawrence	Kaw
Terry Felthaus	Hon
100 JR	
George Forte	Yam
125 BEG	
Tom Burt	Suz
Danny Torres	Hon
Gary Praster	Yam
Mike Simmons	Suz
Raye Kramar	Hon
125 JR	
Doug McGowen	Suz
Don Finer	DKW
Steve Fuller	Hon
175 BEG	
Charles Beem	Hon
Jim McGowen	Suz
250 BEG	
Fred W. Gregory	Yam
Joe Collins	Suz
Scott Vaughn	Suz
250 JR	
C.J. Penter	Hus
Rick Sanford	CZ
Adrian Hernandez	Mai
250 SR	
Don Bazemore	Hon
OPEN BEG	
Burke Tollstrup	CZ
Tommy Crom	Yam
Rusty Siefner	Yam
OPEN JR	
E.J. Norris	Suz

RESULTS

Short Track
Pioneer Arena
Oakdale, Calif.
Aug. 11, 1973
by Bill Spencer

MINI A	
Jon Haan	Chi
Larry Dunnagan	Hon
MINI B	
Danny Kirkeby	Yam
Kelly Stelly	Yam
MINI C	
Chris Fischer	Hon
Gary Moore	Yam
Mark Eisenhot	Hon
Curtis Vick	Yam
MINI D	
Steve Orozco	Yam
MINI E	
Brian Thompson	Nov
MINI F	
Randy Mamola	Hod
Randy Bereman	Ste
Dave Cave	Hon
100 NOV	
Roger Rush	Suz
Johnny Pitman	Kaw
Rich Woods	Kaw
100 JR	
Skip Hathaway	Suz
125 NOV	
Ted Rouse	Suz
Kevin Sage	Hon
Mark Schmeck	Pen
125 JR	
Mike Miller	Suz
Don Clayton	Yam
125 EX	
Alan Wood	Hod
Steve Ferroni	Hon
Dave Holland	Suz
175 NOV	
Ronnie Beck	Yam
Jerry Young	Suz
Steve Ebright	Oss
200 NOV	
Mike Ihrig	Bul
Mark Steenhoudt	Bul
200 JR	
Pat DeBernardi	Bul
Skip Hathaway	Suz
250 NOV	
Tom Jones	Hon
Steve Rodrigs	Yam
Dave Bird	Yam
250 JR	
Steve Runnels	Bul
Brian Brown	Bul
Gary Mosley	Suz
250 EX	
Larry Drew	Oss
Ray Huff	Suz
Dennis Robinson	Yam
360 NOV	
Mark Cole	Yam
Lammett Williams	Yam

Scrambles
Lodi Cycle Bowl
Lodi, Calif.
Aug. 10, 1973
by Bill Spencer

100 NOV	
Don Weidman	Kaw
Roy Thissen	Kaw
Ken Jackson	Kaw
100 JR	
Carey Mitosinka	Suz
125 NOV	
Al Wood	Hod
Cary Wilson	Pen
Steve Wilson	Pen
125 JR	
Renning Bruns	Suz
Fred Yow	Kaw
Ted Rouse	Suz
125 EX	
Jerry Willis	Pen
Craig Scorggins	Bul
Mike Rizzuto	Kaw
175 NOV	
Bob Qualls	Oss
John Narvaez	Yam
200 NOV	
Ken Jackson	Bul
200 JR/EX	
Jim Chadwick	Bul
Kim Procter	Bul
250 NOV	
Milt McFarren	Hon
Eric Bailey	Yam
Tom Jones	Hon
250 JR	
Renning Bruns	Suz
Joel Hale	Yam
Pete Finney	Yam
250 EX	
Ray Huff	Suz
Kim Jorgensen	Suz
Dave Burton	Kaw
350-500 NOV	
Terry Miller	Suz
Eddie Diaz	Yam
350-500 JR	
Kim Jorgensen	Suz
John Hall	Hon
650 NOV	
Jay Walsh	BSA
650 JR	
Jim Joy	BSA
Vern March	Tri
650 EX	
Alex Jorgensen	BSA
Joe Klien, Jr.	Tri
Gerry Bland	Yam

Elsinore Rcwy.
Elsinore, Calif.
Aug. 11, 1973
by Edd Claxton

MINI A	
Ron Remeyer	Hon
Robert Fox	Ind
Sam Soltz Jr.	Hon
MINI B	
Gary Sewell	Hon
Kenneth McIntyre	—
Jill McIlrath	Hon
100 NOV	
Mark Rocha	Kaw
Gary Kaitukoff	Hon
David Sanders	Suz
MINI C	
Randy McIntyre	Yam
Pat Richmond	Hon
Paul McPherson	Hon
125 NOV	
Charlie Jones	Yam
Stacey Berry	Yam
Floyd Petton	Yam
250 NOV	
Tom Mitchell	Yam
Dennis Voll	Bul
David Redding	Yam
500/OPEN NOV	
Carl May	CZ
Greg Rex	Hus
Jerry Trullinger	Bul
SPEC NOV	
David Redding	Yam
Jim Redding	CZ
Jeff Hosaka	Suz
125 AM/EX	
Randy Bird	Kaw
Jerry Courll	Yam
John Olsen	Yam
175/250 NOV	
Dennis Voll	Bul
Steve Colford	Yam
Lee Luttrull	Bul
250 EX	
Rod Sexton	Yam
Mike Hagoski	Oss
Rob Dameron	Yam
Dave Boydstun	Mai
Jim Latendresse	CZ
250 INT	
Greg Sokol	Bul
Pat Killilea	CZ
Rick Lee	Yam
250 AM	
Mike McEown	Hon
Bruce Reynolds	Bul
500/OPEN EX	
Mark Reichert	Yam
Tommy Jarnagen	Mai
John Allison	Kaw
SPEC EX	
John Allison	Kaw
Rod Sexton	Yam
Mike Hagoski	Oss
SWEEPS	
Randy Bird	Kaw

AME Motocross
Indian Dunes
Valencia, Calif.
Aug. 12, 1973

MINI	
Robert Hill	Hon
POWDER PUFF	
Annabell Wood	Hod
Denise Beardshear	Yam
Robin Sauls	Pen
250 BEG	
Don DeVries	Suz
Greg Eisner	Hon
Steve Szarko	—
250 BEG II	
Rick Roberts	CZ
Brad Wilkin	Mai
Ed Taylor	Hus
100 BEG	
Jr. Colson	Yam
Fred Adams	Kaw
Danny Cunha	—
125 BEG	
Mike Hill	Hon
Murry Miller	Suz
Rusty Briggs	Suz
500 BEG	
Phillip Arrum	Mai
OLD TIMERS	
Vidar Massello	Hus
Robert Shugrue	—
Lou Massello	—
100 JR	
Charles Groves	—
Mike Carter	Pen
Edward Faulkner	Hon
125 JR	
Nick Hale	Pen
George Corcorn	Hon
Rob Rollins	Bul
125 INT	
Randy Meacham	Pen
Don Bridges	Pen
Bob Hunter	Yam
125 SR	
Jim Hale	Pen
Mike Pausell	Pen
Gary Huber	Bul
250 JR	
John Herrin	Yam
Guy Barber	CZ
Pat Christian	Hus
500 JR	
Steve Szueber	Yam
Mike Hendriz	Mai
Chuck Ramage	Suz
500 INT	
John Wilder	CZ
250 INT	
Chris Bartlett	Hus
Tom Hogue	Hus
250 SR	
Rick Salmon	Yam
Tracy Oswell	CZ
Tom Bates	CZ
500 SR	
Rick Lons	Yam
Jeff Suzeber	Yam
Jeff Litte	Yam
250 JR	
Steve Miller	Hon
Lonnie Orr	Hon
Rob Cowell	Hon
250 SR	
Bill Payne	Mai
Jeff Vidic	Mai
Rick Salmon	Yam
500 JR	
Kenneth Tekutt	Suz
John Lewis	Mai
Mike Hendrix	Mai
500 SR	
Sherman Andres/ Frank Giardina	—
Terrus Wood	Mai
Randy Schmitz	CZ

ECRA
Escape Country
Trabuco Canyon, Calif.
Aug. 11, 1973

MINI 1st DAY	
Ralph Mora	Hon
MINI BEG	
Willie McCandless	Hon
SUPER MINI	
Steve Florio	Hon
SUPER MINI NOV	
Tim Ochoa	Hon
100 1st DAY	
Devon Abner	Hod
Dave Larrgarity	Kaw
100	
Doug Griffith	Kaw
100 NOV	
Denny Vorndrom	—
100 INT	
Gary Tamietti	Pen
125 1st DAY	
Chris Daniels	Suz
Ken Power	—
Edward Reyna	Pen
125 BEG	
Barry McLillan	Yam
Greg Kapsner	Suz
Lorie Watson	—
125 NOV	
Steve See	Hon
Jason Bunch	Yam
Ronnie Rinden	Hon
125 INT	
Lennie Garten	—
175 1st DAY	
Tom Manning	Suz
175 BEG	
Tim Young	Suz
175 NOV	
Jim Curlin	
250 1st DAY	
Joe Gallegas	Yam
Steve Casey	Hon
Mike Wright	Kaw
250 BEG	
Philip Strain	Yam
Randy Wilson	CZ
250 NOV	
Jim Watkins	Yam
Danny Finell	CZ
Glenn Tanaka	Bul
250 INT	
Richard Hollbrook	Yam
OPEN 1st DAY	
Walt Harback	CZ
Paul Jorgensen	Yam
OPEN NOV	
Tom Baunner	Hus
Roger Cook	CZ
OPEN EX	
Mark Blackwell	Hus

Short Track
J O Series
Fremont Raceway
Fremont, Calif.
Aug. 8, 1973
by Bill Spencer

MINI A	
Mike Fruzen	Yam
Larry Krusemann	Yam
MINI B	
Mickey Krusemann	Ind
Neal Hockenbury	Hon
MINI C	
Mike Fruzen	Ind
Jim Filice	Ind
MINI D	
Randy Mamola	Hod
Larry Andres	Yam
100 NOV	
Dennis Martin	Kaw
Chris Paulson	Yam
Cheryl Vestal	Yam
125 NOV	
Brian Johnson	Hon
Jeff Conway	Yam
Chris Dinner	Yam
125 JR	
Mark Allen	Hod
Andy Whitaker	Bul
125 EX	
Dan Castelhano	Yam
175 NOV	
Mike Hagerty	Bul
Jess Kreyling	Bul
200 NOV	
Rich Darnell	Bul
Scott Nail	Bul
200 JR	
Rick Silva	Bul
250 NOV	
John McRae	Oss
Ed Hegraty	Oss
Ray Marshall	Bul
250 JR	
Bob Metter	Oss
Gary Orlando	Yam
Mitch Perri	Bul
250 EX	
Kirk Tardiff	Yam
Mike Renslow	Bul
Ted Davidson	Bul
360 NOV	
Wayne Durney	Yam
Marty Malchow	Yam
Frank Borba	Kaw
360 JR	
Thor Oden	Yam
Gary Selby	Yam
Randy Harpel	Bul
360 EX	
Rick Hocking	Yam
Jerry Kole	Yam
Dennis Robinson	Yam

Semi Pro MX
Placerville, Calif.
Aug. 11, 1973
by Bruce C. Young

100 NOV	
Rober Gabbert	Hod
Gary Relini	Suz
Dave Smith	Hon
125 NOV I	
Paul Roster	Suz
Chris Hart	Pen
Mark Hall	Yam
125 NOV II	
Mark Womble	Suz

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SPECIAL.. BRAND NEW
400 CZ $995.00

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SPECIALISTS

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Yamaha
Maico

1120 So. Brand Blvd., Glendale, Ca. 913 91204

RESULTS

Dave Elkins	Bul
Lon Wardell	Yam
125 NOV III	
Byon Whipple	Hon
Dan Berry	Suz
Nick Collin	Mnk
125 JR	
Rick Cautier	Ric
Steve Bargiacchi	Hus
L. Rippenkroeger	Suz
125 EX	
Danny Olson	Hus
Danny Turner	Bul
250 NOV I	
Rusty Charnock	Hon
David Baker	Hon
Mike Dagget	Hon
250 NOV II	
Mike Sine	Suz
Jerry Laney	Hon
Steve Lee	Suz
250 NOV III	
Kerry Barnes	CZ
Walt Gardiner	Bul
Chris Hart	Hon
250 JR	
Michael Preston	Hon
Don Sandretto	Hon
Richard Laituri	Hus
250 EX	
Danny Turner	Bul
Jim Turner	Mai
OPEN NOV	
Ken Sisler	Hus
Rick Flowers	Hus
Cliff Beebe	Mai
OPEN JR	
Lowell Spiva	Mai
Jerry Visman	Hus
OPEN EX	
Jim Turner	Mai
Benny McDanial	Hus

CMC Motocross
Ascot Park
Gardena, Calif.
Aug. 15, 1973
by John Bethea

MINI	
Ricky Bruhanski	Hon
Ken Morgan	Hon
Ty Cline	Hon
100 JR	
Tom Ryan	Pen
Joe Aragon	Yam
John O'Mara	Suz
125 EX	
Bruce McDougal	Pen
Mark Tyer	Pen
Chuck Bower	Pen
Chuck Lunde	Hon
Alvin Blain	Hon
125 INT	
Tommy Luera	Suz
Pat Mulvihill	Car
Mike Bell	Hon
125 JR	
Louis Morrison	—
Brad Smith	Suz
Edwin Wolleson	Ric
250 EX	
Bob Hosford	Hon
Dave Pessy	Oss
Randy Myers	Bul
Tim Hamner	Yam
Dave Carlson	CZ
250 INT	
Mike Winters	Mai
Ted Hamner	Yam
Mike Hixson	Yam
250 JR	
David Nakamura	Yam
Rick Anaya	CZ
Steven Potts	CZ
500 EX	
Luke Messer	Mai
Jim West	Hus
Bill Rubly	B&S
Dan Barnes	CZ
Terry Wood	Mai
500 INT	
Pat Mulvihill	CZ
Norman Payne	Mai
Eric Oleson	CZ
500 JR	
Mike McDonald	Mai
Mike Marsh	Hus
Ruben Bontty	Yam

RACE MX
Corona Raceway
Corona, Calif.
Aug. 10, 1973
By Dale Teubner

MINI CYCLES	
Harlan Kistler	Hon
Marc Rodriguez	Hon
Gary Renshaw	Hon
100 JR	
Nick Civello	Yam
Mike Loper	Kaw
Joel Billotta	Pen
125 JR DIV I	
Mark Van Camp	Suz
George Guiles	Hon
Mike Feenberger	—
125 INT	
Brian Renshaw	Hon
Richee Collins	Pen
Paul Minnis	Mnk
125 JR DIV II	
Steve Bauer	Hon
Nick Roberts	Hon
Dana Nelson	Suz
250 JR DIV I	
Robert Swager	CZ
George Nance	CZ
John Adams	Hon
250 JR DIV II	
Jim Rader	Yam
Tom Odem	Bul
Jeff Newman	Bul
500 JR	
Alan Thompson	Yam
Robert Swager	CZ
Rick Rolko	CZ
125 SR	
Mark Tyer	Pen
Rick Bean	Hon
Floyd Burk Jr.	Pen
250 SR	
Pete Smith	Bul
Scott Miller	Hus
John Volkman	Yam
500 SR	
"Rocket Rex" Staten	Mai

CMC Motocorss
OCIR
Tustin, Calif.
Aug. 16, 1973
by John Bethea

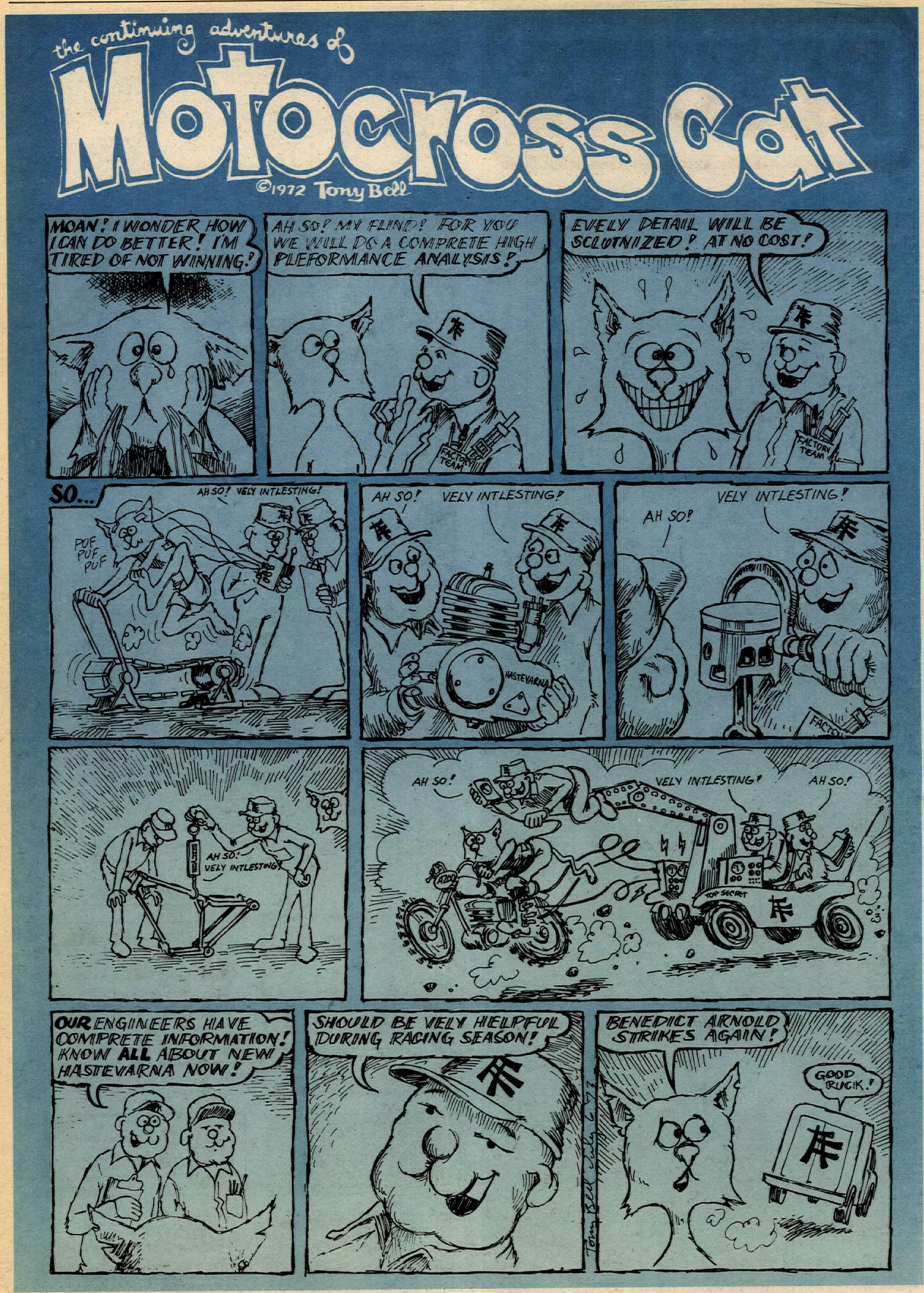
MINI	
Bill Kuajawa	Hon
Danny VanAuken	Hon
Bill Taylor	Hon
100 JR	
Marty Miller	Ste
Gary Tamietti	Pen
Jim Forbes	Yam
125 EX	
Bruce McDougal	Pen
Mark Tyer	Pen
Chuck Bower	Pen
Rick Bean	Hon
Morris Malone	Yam
125 INT	
Calvin Weber	CZ
Geoff Burgess	Mnk
Norm Bigelow	Suz
125 JR	
Nick Roberts	Hon
Mark Abrahams	Suz
Brad Dutoit	Hon
250 EX	
Bruce Baron	Yam
Larry McCarty	Bul
Bruce McDougal	Yam
Marty Moates	CZ
Randy Myers	Bul
250 INT	
Dale Anderson	Bul
Ted Hamner	Yam
Kory Andrew	Mai
250 JR	
Cal Reiten	Suz
Lyle Wade	Hus
Mike Gillman	Yam
500 EX	
Joe Scotland	Mai
Bill Rubly	B&S
Luke Messer	Mai
Mark Rodman	Yam
Mickey Samuelson	Mai
500 INT	
Hank Jones	Hus
Bill Shepard	CZ
Gary Rodman	Yam
500 JR	
Nathan Anderson	Yam
Dave Blosser	CZ
Mike Waite	Mai

D-37 TT
Corona Rcwy.
Corona, Calif.
Aug. 12, 1973
by Bill Wright

100 NOV	
Kip Johnston	Kaw
Richard Shook	Kaw
Jeff Wright	Hon
100 AM/EX	
Tim McWhorter	Kaw
John Erickson	Kaw
Vince Mead	Kaw
125 NOV	
Dave Johnson	Yam
Robert Keibel	Yam
Dee Toth	Suz
125 AM/EX	
Don Grigsby	Yam
Steve Fortune	Yam
Charles Summers	Yam
175-200 AM/EX	
Chas Soderstrom	Bul
Hal Cheetwood	Bul
Bob Farmer	Kaw
250 NOV	
Bill Carpenter	Yam
Rich Warren	Bul
Richard Beck	Oss
250 AM	
Dean Butterfield	Yam
Doug Westly	Kaw
Mike Tidwell	Yam
250 EX	
Scott Smith	Yam
Chas Soderstrom	Bul
John Sprague	Bul
350-500 NOV	
Brian Hobart	Yam
Derek Katanic	Kaw
David Wilson	Mai
350 AM/EX	
John Calicchio	Bul
Jim Wright	Bul
Stan Ludwig	Bul
500 AM/EX	
Bill Klaers	Mai
Kirk Redding	Mai
Rory Holladay	Mai
OPEN AM/EX	
John Sprague	Tri
Willie Hockie	Tri
Dennis Junker	Yam

AMA Regional Championship Point Standings
Aug. 3, 1973

ATLANTIC COAST SERIES	
EX	
Dennis Palmgren	340
Larry Palmgren	340
William Eves	260
Jim Maness	210
William Schaeffer	185
Greg Edmunds	180
Gary Nixon	100
James Houston	80
Charles Seale	60
Tony Sterling	59
JR	
Henry Scott	490
Dennis Varnes	260
David Singleton	180
James Williams	160
Wayne Wood	120
Ted Yarborough	80
Rodney Bailey	55
David McMullen	40
NOV	
Joseph Ridgeway	329
Gregory Sassaman	324
Scott Rader	240
Charles Jordan	210
Edgar Ingram	200
William Peters	70
Richard Leonard	60
Charles Scheper	60
Jeffrey Pace	40
Kent Bebie	30
MIDWEST SERIES	
EX	
Rex Beauchamp	284
Corky Keener	163
Mike Kidd	150
Buddy Powell	150
Robert Lee	140
Mike Gerald	130
Gordon Dusenbery	100
Paul Pressgrove	90
Buck Boren	80
Dale Furst	60
JR	
Randy Cleek	260
Roger Sheffler	230
Phil McDonald	180
David Leonard	106
John Ellis	100
Del A. Deiss	76
Tom Cummings	67
Mark Dolacin	60
Kenneth Lange	60
Terry Pletch	40
NOV	
Ed Daley	270
Richard Leonard	110
Jay Springsteen	100
Sam Lair	80
Lawrence Schaidt	60
Cecil Phillips	57
Billy Price	40
Steven Sherman	40
Kelly Klynstra	30
James Sizemore	30
PACIFIC COAST SERIES	
EX	
Randy Skiver	360
Dave Aldana	301
Sonny Burres	275
Mark Williams	210
Gary Scott	165
Richard Wascher	145
Terry Dorsch	142
Gene Romero	120
Chuck Joyner	102
Tom Horton	100
JR	
John Gennai	480
Walter Mundt	420
Rick Hocking	349
Brad Tibbitts	290
Robin Morrison	260
Ricky Graves	160
David R. Edwards	120
Sal Peluso	120
Mike Renslow	120
Bob Branam	110
NOV	
Thomas Berry	450
Nicholas Nazzisi	320
Randy Miller	262
William Oliver	160
Michael Boyes	160
Ronald Chesney	150
Alex Jorgensen	150
Randall Scism	150
Gerald Kole	135
Mike Allen	120


the continuing adventures of
Motocross Cat
©1972 Tony Bell
MOAN! I WONDER HOW I CAN DO BETTER! I'M TIRED OF NOT WINNING!
AH SO! MY FLIND! FOR YOU WE WILL DO A COMPRETE HIGH PLEFORMANCE ANALYSIS!
FACTORY TEAM
EVELY DETAIL WILL BE SCLUTNIZED! AT NO COST!
FACTORY TEAM
SO...
AH SO! VELY INTLESTING!
POF PUF PUF
AH SO! VELY INTLESTING!
HASTEVARNA
VELY INTLESTING!
AH SO!
AH SO! VELY INTLESTING!
AH SO!
VELY INTLESTING!
AH SO!
TOP SECRET
OUR ENGINEERS HAVE COMPRETE INFORMATION! KNOW ALL ABOUT NEW HASTEVARNA NOW!
SHOULD BE VELY HELIPFUL DURING RACING SEASON!
BENEDICT ARNOLD STRIKES AGAIN!
GOOD RUCK!

RESULTS

TT
Corona Racwy.
Corona, Calif.
Aug. 14, 1973

MINI BEG
Shelby Shambler Kaw
Dean Albin Kaw
Mike Albin Kaw
MINICYCLE BEG
Jeff Hall Hon
Greg McMath Yam
Sam Langager Hon
MINI INT
Gary Ontiveros Hon
Troy Ingolia Yam
Jim Hall Hon
MINI ADV/OPEN
Jim Ball Hon
Eddie Lawson Ind
Pat Richmond Hon
100 NOV
Steve Powell Kaw
Gary Staddan Yam
Mark Rocha Kaw
100-125 AM/EX
Steve Lyons Suz
Kip Johnston Kaw
Robert Murray Kaw
125 NOV
Mark Baldwin Yam
Steve Schilling Yam
Duane Gallager Yam
250 NOV
Dana Stettler Yam
Rick Gamble Yam
Brad Smith Bul
200-250 AM/EX
Gary Joula Yam
Larry Bird Mon
Mike Tidwell Yam
OPEN NOV/AM
Gregory Jones Yam
Carl May CZ
R. G. Stone Mai
OPEN EX
Chris Smith Tri
Dennis Briggs Kaw
Rex Hailey Yam
SPEC NOV
Jeff Miller Bul
Steve Schilling Yam
Paul Williams Oss
SPEC AM/EX
Rex Hailey Yam
Jim Wright Bul
Jim Bearup Mai

FT
Corona Rcwy.
Corona, Calif.
Aug. 15, 1973

MINI BEG
Joe Breedlove Yam
Bobby Hart Hon
David Detemple Hon
MINI INT
David Jenkins Hon
Fred Armenta Yam
Mike Moore Yam
MINI ADV
Pat Richmond Hon
Jeff Wright Hon
Mark Scroggins Hon
100 NOV
Steve Powell Kaw
John Stiemsma Kaw
Pat Richmond Kaw
100-125 AM/EX
Greg Scroggins Kaw
Tom Doty Hon
Robert Murray Kaw
125 NOV
Bob Frek Yam
Jeff Albese —
Ruben Malgauanero Hon
200-250 AM/EX
Dean Butterfield Yam
Jerry Greer Yam
Tim Schnell Suz
OPEN NOV
Jim Creger Hon
Ron Trupp Yam
R.G. Stone Mai
250 NOV
Dan Smith Yam
Stan Larson Yam
Bruce Reynolds Bul
OPEN AM/EX
Dennis Junker Yam
Gary Kauffeld Yam
Jim Wright —

Speedway
Costa Mesa, Calif.
Aug. 17, 1973

SCRATCH MAIN
Mike Bast
Bill Cody
Rick Woods
Sonny Nutter
HANDICAP MAIN
Dave Glavin
Sonny Nutter
Mike Konle
Dan Becker
Don Cullum
John Fishburn
SCRATCH CONS.
Dan Becker
Steve Bast
Larry Shaw
Don Cullum
HANDICAP CONS.
Mark Cherry
Ed Williams
Mike Curoso
Bill Firnhaber
Steve Bast
Robin Nicolaides
2ND DIV MAIN
Wayne Lewis
Bobbie Ross
Russ Duronslet
FEATURE MATCH RACE
Bill Cody (over)
Mike Konle

Speedway
Irwindale, Calif.
Aug. 16, 1973

SCRATCH MAIN
Steve Bast
Mike Bast
Larry Moon
Mike Konle
HANDICAP MAIN
Rick Woods
Greg Comstock
Steve Bast
Jim Gresham
Bill Gray
Dan Becker
SCRATCH CONS.
Rick Woods
Dan Becker
Ed Williams
Larry Shaw
HANDICAP CONS.
John Fishburn
Mike Bast
Mike Konle
Dub Ferrell
Mike Curoso
Larry Moon
2ND DIV MAIN
Randy Lewis
George Armas
Russ Duronslet

Speedway
Ventura, Calif.
Aug. 14, 1973

SCRATCH MAIN
Mike Bast
Steve Bast
Dan Becker
Larry Moon
HANDICAP MAIN
Mike Bast
Larry Moon
Bill Cody
Steve Bast
Troy McKee
Scott Sivage
SCRATCH CONS.
Ed Williams
Bill Cody
Sonny Nutter
Don Cullum
HANDICAP CONS.
Bill Meister
Mark Cherf
George Haserot
Mike Konle
Les Chanky
2ND DIV MAIN
Keith Mashburn
Dean York
Rus Duronslet
FEATURE MATCH RACE
Mike Curoso (over)
Sonny Nutter

Euro/Scrambles
Rams M.C.
Four Corners, Calif.
Aug. 19, 1973

LT/WT DIV I
EX
L. Pfutzenreuter
P.J. Lapraik
D. Winchell
AM
K. Hasten
M. Johnson
B. Elam
HV/WT EX
M. Mayes
B. Brecker
J. Knebel
AM
D. Alden
M. Marsh
B. Romine
DIV II LT/WT
EX
T. Brooks
B. Wallingsford
A. Kirker
AM
R. Holst
M. Zimmerman
J. Pettis
100 EX
L. Roeseler
C. Webber
M. Cartledge
AM
R. Reed
D. Banks
B. Ventzke
NOV
DIV I LT/WT
R. Wright
R. Berson
HV/WT
G. Davies
R. Snyder
D. Keehan
DIV II LT/WT
Von Lossberg
T. Barrett
C. Barway

Short Track
Ascot Park
Gardena, Calif.
Aug. 17, 1973
by Howie Fowler

TROPHY DASH
Rick Hocking Yam
Skip Aksland Yam
Bob Hosford Hon
Ron Powell Kaw
MAIN EVENT
Time: 4:39.22
Rick Hocking Yam
Skip Aksland Yam
Bob Hosford Hon
Dennis Robinson Yam
Don Smith Yam
Ron Powell Kaw
DeWayne Keeter H-D

Speedway
OCIR
Tustin. Calif.
Aug. 15, 1973

HANDICAP MAIN
John Flanders
Bill Manley
Cecil Oswald
Bob Herz
Gene Ross
Manuel Fimbres
HANDICAP CONS
Chris Christensen
Tom Castor
Rod Sexton
Stan Miller
Jim Ashworth
Bobby Butt
SCRATCH MAIN
Bill Manley
Jim Ashworth
Bob Herz
John Flanders
SCRATCH CONS
Ralph Castor
Kirk Alexander
Rod Sexton
Bobby Hill
2ND DIV MAIN
Bill Gregory
Gene Ross
Bill Harrell
Darrell Taylor

Euro/Scrambles
Prospectors
Four Corners, Calif.
Aug. 19, 1973

LT/WT DIV 1
Tom Poteet Bul
L. Pfutzenreuter Bul
Gino Beattie Hus
AM
J. Hirreu Yam
Bill Elam Yam
S. Malis Bul
EX
Mitch Mayes Hus
A.C. Bakken Hus
B. Brecker Bul
AM
M. Marsh Hus
Romaine Suz
M. Eich Hus
DIV II
LT/WT EX
Cordis Brooks Bul
Scott Haslip Yam
J. Wheater Hus
AM
R. Holst Bul
E. Wright Puc
J. Pettis Pen
100 EX
Larry Roeseler H-D
C. Webber Pen
M. Cartledge Hod
100 AM
S. Allen Hod
D. Banks Kaw
D. Ventzke Ric
HACKS
J. Monahan/
C. Janner Hon
NOV
DIV 1 LT/WT
M. Rhodese Yam
T. Schell Suz
D. Rahn Yam
HV/WT
G. Davies Yam
W. Childers Hus
S. Brown Hus
DIV II LT/WT
T. Garrett Yam
C. Barney Yam
A. Mjia Ric
100
M. Barnes Yam
W. Saddlemire Hod
G. Pagan Yam

National MX
Mt. Pocono, Penn.
Aug. 18, 1973

250
Rich Thorwaldson Suz
Jim Weinert Kaw
Bob Grossi Hus
Gary Jones Hon
Rich Eirstedt Hon
Tim Hart Yam
John Savitski Bul
John Franklin Mai
Jon Lennert Yam
Rich Baumberger Yam
OPEN
Mike Runyard Suz
Bob Harris Mai
Pierre Karsmakers Yam
Peter Lamppu Kaw
Gary Semics Hus
Ton Distefano CZ
John DeSoto CZ
Mike Hartwig Hus
Jim Cooke Kaw
Wyman Priddy Kaw

Half-Mile
Corona Rcwy.
Corona, Calif.
Aug. 15, 1973

100-125 NOV
Floyd Pentton Yam
Bob Frek Yam
Mike Bird —
100-125 AM/EX
Robert Murray Kaw
Steve Lyons Suz
Tom Doty Hon
250 NOV
Eddie Beeson Yam
Stan Larson Yam
Dan Smith Yam
250 AM/EX
Scott Smith Yam
Tom Berry —
Jim Schnell Suz

OPEN NOV/AM
Jim Creger Hon
Bob Byars Yam
Ronny Roderick Yam
OPEN EX
Dave Racine Hon
Jim Wright Bul
Gary Kauffeld Yam
MONEY RACE
John Allison Kaw
Scott Smith Yam
Rick Milner Kaw

Motocross
Saddleback Park
Irvine, Calif.
Aug. 19, 1973
by John Bethea

MINI
Mike Mussen Hon
Peter Gomez Hon
100 JR
Don Laverty Hod
Bob Welch Hod
Rudy Sayers Hod
125 EX
Bruce McDougal Pen
Barney Blume Mnk
Mark Tyer Pen
125 INT
Mike Tripes Hon
Tom Devore Ric
Mike Gibson Pen
125 JR I
Mark Brown Hon
Don Jackson Hon
Dale Hunter Bul
125 JR II
Dan Loros Pen
Nick Roberts Hon
Robert Fudge Hon
125 JR III
John Smoot Hon
John McGonigal Pen
Keith Howell Bul
250 EX
Doug Sherman CZ
Gaylon Mosier Mai
Jeff Vidic Mai
250 INT
Brad Lynch CZ
Jack Phillips CZ
Kory Andrew Mai
250 JR I
Kim Marsh CZ
Charles Richardson Yam
Chris Maddelone Pen
250 JR II
Mike Gillman Yam
Rich Sciuto CZ
Mike Hogan Hon
250 JR III
Robert Garcia Yam
Steve Potts CZ
Jim Shultz CZ
500 EX
Rex Staten Mai
Jim West Hus
Rich Long Yam
500 INT
Albert Ortiz Mai
Ed Duncan CZ
Dave Vail Hus
500 JR
Mike Burkhardt Mai
Mike Hernandez BSA
John Fry —

Speedway
Bakersfield, Calif.
Aug. 15, 1973
by Dennis Greene

SCRATCH MAIN
Mike Bast
Bill Cody
Mike Curoso
SCRATCH CONS
Greg Haserot
Bill Gray
Scott Sivage
Dubb Ferrell
CALIF. STATE CHAMPIONSHIP QUALIFYING ROUND
Mike Bast 3-3-3=9
Bill Cody 3-3-3=9
Mike Curoso 2-2-3=7
Paul Orlandi 2-3-2=7
J. Cunningham 3-2-1=6
Larry Shaw 3-3-0=6
Greg Haserot 2-2-1=5
Bill Gray 1-0-2=3

Motocross
Irwindale, Calif.
Aug. 17, 1973
by John Bethea

MINI
Vince Van Hook Yam
Bob Toliver Yam
Ron Utaski Hon

100 JR
Mark Arsenault Hod
Bob Welch Hod
Jeff Wiedeman Ric
125 EX
Chuck Bower Pen
Bruce McDougal Pen
Chuck Lunde Hon
Barney Blume Mnk
Nelson Whitehill Hus
125 INT
David Taylor Yam
Chuck Wagner Pen
Dave Wholey Pen
125 JR
Mike Hill Hon
Jim Jacques Yam
Mark Ruelas Suz
250 EX
Bruce Baron Yam
Bruce McDougal Yam
Randy Myers Bul
250 INT
Steve Potts CZ
Mike Gillman Yam
Mike Hamner Yam
500 EX
Jim West Hus
Bill Rubly B&S
Luke Messer Mai
500 INT
Ted Scruggs Mai
Dave Hensche CZ
Dave Vail Hus
500 JR
Lee Fabry Yam
Jim Hanenberg CZ
Ron Gray CZ

CRC Motocross
Rawhide Park
Elsinore, Calif.
Aug. 12, 1973
by The Shadow

POWDER PUFF
Madeline Almeida Yam
Lynn Musgrove Hod
Priscilla Burgess Yam
80 MINI
Keith Baker Hon
Tom Watson Hon
Randy Grizzle Yam
Kathy Brobeck Hon
60 MINI
Steve Jackson Yam
Tony Barbacovi Yam
Larry Hoff Hon
100 BEG
Joe Volz H-D
Steve Smith Hod
100 BEG UNDER 16
Geoff Singer Pen
Dennis Sewell Hod
Mark Page Hod
Greg Barbacovi Yam
Mickey McDougal Yam
100 NOV
Mike Dannelley Yam
Jeff Crump Yam
Kevin Dick Yam
125 BEG
David Taylor YZ
Mike Dehart Hon
Tim Hoole Suz
Todd Hemmingsen Hon
Walter Popp Mnk
Gary Cox Hon
Mike Clifton Suz
Jeff Voss Hon

125 BEG UNDER 16
Mark Weida Suz
Mike Dannelley Pen
Scot Clifton Suz
Tom Watson Hus
Mitch Musgrave Hon
Tim Watkins CZ
Bill Morrison Bul
125 NOV
Tom Karos Hon
Terry Smith Suz
Dale Hunter Bul
Mark Broadhead Yam
125 NOV UNDER 16
Waymond Williams Yam
Mark Ruelas Suz
Mike Foreman Hus
250 BEG DIV I
Victor Zyss Hus
Ray Topham Hon
Willy Cockrum Hus
Gary Makowski Hon
Dennis Hartman Hon
Steve Lopez CZ
250 BEG DIV II
Phil DeBlasio CZ
Jerry Marott Yam
Ron Eichman Yam
Ron Tuzinsky Hus
Daniel Semick CZ
Tom Strunk Hon
Edward Navarro CZ
250 BEG UNDER 16
Chuck Lanzarone CZ
John Lanzarone Mai
250 NOV
Mark Windsor Hus
Jeff Jarvi Hon
Roy Holsheimer CZ
Ken Makos Hon
Garry Faulks Yam
Dale McKinney Bul
Danny Hoffer Mon
Bruce Coletti Yam
OPEN BEG
Harold Halldorson Suz
Dan Clayton Yam
Steve Snodgrass Mai
OPEN NOV
George Spellman Suz
Les Tooman Suz
Lee Evans CZ
250-OPEN VET
Robert W. Jones Suz
Lou Mayers Mon
Shay Huffman CZ
125 EX
Jack Boles Mnk
Ken Ehlers Hus
Marcus Phares Hus
125 INT
John Dickenson Hon
Dana Nelson Suz
Jon Miller DKW
OPEN EX
Albert May Mai
Robert Duncan CZ
Ken Hirchert Kaw
OPEN INT
Craig Adams Yam
Ted Scruggs Mai
Erik Strommer CZ
250 EX
Morgan Malocco Yam
David Hopkins CZ
Ross Maeda Hon
250 INT
Steve Roberts Hon
Rusty Carter Suz
Scott Doornbos Hon
Perry Black Mai

TROPHY PICKUP
Each listing $1.00 per week
Send to Cycle News
Box 498
Long Beach, Ca.
90801

TROPHIES for Rimrunners M.C. June 17 H.S. — We have some left! Call and make arrangements for pick-up. (714) 687-7062 or (213) 338-0986. (33)

Renthal alloy trials bars
USED by the ENGLISH & AMERICAN TRIALS ACES:
Mick Andrews
Lane Leavitt
Jim Sandiford
Malcolm Rathmel
Gordon Farley
Ultra Light - 21 OUNCES!
Polished Alloy
5½,6,6½ rise
$13.95 retail
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Red, Gold, Green & Blue in 5½, 6" & 6½" rises & Gold 5¾" rise
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P.O. BOX 1592, LA JOLLA, CA. 92037 (714) 278-6212

A.J. WHITING,
1st overall 60cc,
MATT WHITING, 4th 60cc &
4th 80cc winners of the
MINI NATIONAL '73
would like to thank
San Fernando Yamaha for
their support & moral support.

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RIVERSIDE, CAL.
(714) 689-3166
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CPMOTO

REGULARLY SCHEDULED EVENTS

Attention Promoters:
For listing in this column call or write:
Cycle News, Box 498, Long Beach, Ca. 90801.
(213) 427-7433.

Every Saturday Night
Perris Raceway T.T. Scrambles. Gates open 5:00 p.m. Sign-up closes 7:30 p.m. All classes. Members $3.50. Non-members $4.50. Silencers required. Limited entries due to curfew. Info. (714) 657-3678.

Every Saturday
Moreno Valley M.C. Motocross all classes, 100% pay back to Experts with $10.00 post. Gate $2.00, Entry $4.00. Sign in 7:30, Race 9:00. 33% Trophies. De Anza Cycle Park, 5 miles east of Sunnymead on U.S. 60. Take Theodore off ramp to Ironwood and follow signs. Info: (714) 653-2633.

Every Saturday Nights,
Elsinore Raceway TT Scrambles. Gates open 4 p.m., sign up 5 to 7:30. Practice 6:30, race 8. Admission $1.50. Race $2. Camping Free. Sunday Practice $1 per bike, silencers required. (714) 826-2386.

Every Sunday
Motocross, Rawhide Park, Elsinore, Calif. All Classes. Gates Open 5:00 a.m. Sign Up 7:00 a.m. For information call: (213) 921-5466.

First & Third Sundays
Motocross. Lake Dolores, approx. 15 mi. east of Barstow off Las Vegas Fwy., I-15, take Minneola off ramp. Limed. 7:30 a.m. sign up. 9 a.m. race. $3.25 ride, $1.50 & .75 watch. Primitive camping. Swimming, fishing. For info. call (714) 257-3315 or (714) 252-2070.

Reach Out Rialto MX
(Every third Sunday of the month.) Junior and Expert races. See poster and pick up entry forms at your favorite Bike Shop. For further info. call (714) 874-4422, (714) 874-0743.

DRA Sunday Sept. 2nd
Desert Racing Assoc.
Presents
A RARE DESERT SCRAMBLES
A rare Desert Scrambles
Combining all desert events
Beginners 8:15, Novices 10am
Am. and Ex. at 11:45
20% Brass — pins
Good time DRA points
SEPTEMBER 2
Limed from Holiday Inn
at California City
4/wheel rescue crews
S.C.A.T. communications
Ambulance, Catering, Photo's
Info: 714-346-9335

AMERICAN MOTO-CROSS A.M.E. ENTERPRISES

SUNDAY MX EVENTS
Beginners, Juniors, Intermediates, Seniors
PLUS
Minicycle, Old Timers, and Powder Puff.
SCHEDULE OF COMING EVENTS

AUGUST	SEPTEMBER
26 — MUNTZ	2 — Carlsbad
	9 — Indian Dunes
	16 — Rawhide

SILENCERS REQUIRED. Sportsman classes $5. mail, $10. post. Seniors $10. mail, $15 post. All entries must be received no later than Friday before each event. A.M.E. membership, & 3 number plates required. Gates open 6:30 A.M., Practice 8 A.M., 1st race 9 A.M. MAIL ENTRY TO A.M.E. 13004 S. Washington, Hawthorne, Calif. 90250. 213-675-1922. Monday thru Friday 1-6 P.M.

FRIDAY NIGHTS M.X. INDIAN DUNES
no mail entry
Post entry at track $5. post Sportsman, $10. Seniors. $2.00 track admission. 20% trophies. 100% pay-back to Seniors. Sign-up 6 P.M. Practice 6:45 P.M., 1st race 8 P.M. sharp. Phone MON thru FRI 213-675-1922.

EVERY SATURDAY MX INDIAN DUNES
(Spectator admission [illegible] when accompanying a comp[illegible] track). Sportsman classe[illegible], $7 post, Senior class[illegible] [illegible], $12 post. Sign-up [illegible] practice 8 A.M., 1st race [illegible] A.M. Info Mon-Fri. 213-6[illegible]922;
Cancelled until October

SPILLWAY CYCLE PARK
Santa Maria, California
1st Sunday of each month, A.M.E. sanctioned M.X. events. Sportsman classes $5.00 Mail, $10.00 Post, Senior Classes $10.00 Mail, $15.00 Post. 20% trophies sportsman. 100% payback to Seniors. Mail entries to Spillway Park 3292 Ferndale Drive, Santa Maria, Calif. 93454. Phone 805-937-4043 1-6 P.M. M-F.

BAYMARE MX
PACIFIC MOTOCROSS ASSOCIATION
(NO MEMBERSHIP REQUIRED)
40 % SUPER TROPHIES
SUNDAY
AUG. 12
ALL CLASS MOTOCROSS
Minicycle Also
Beginners, Juniors, Intermediates, Experts. 40% Trophies to Novices, 100% payback Experts. Powder Puff & over 35. Sign Up 7 am, Practice 8 am, Race 9 am. Many shade trees to "cool it" under. Follow 101 to 23 at Thousand Oaks, travel north to 118. Left four miles to Balcom Canyon, Right to Bixby Rd. to end. Info: (805) 482-5220/647-4657.

Desert
TEAM RACE
LUCERNE VALLEY
AUGUST 26
Easy access to pits
2 riders may ride 1 or 2 bikes
Must be same Class
Beginners-Novices-Jr-Ex
School Boy Class (under 16yrs old)
Veterans (over 35yrs) PP-Mini
20% Trophies — Finisher pins
CRC (714) 688-1291

DIST 37 RIDERS ENJOY
3 TIMES THE FUN
STUMP JUMPERS H.S., 9 AM
LUCERNE, SEPT. 9

AMC
RACE SCHEDULE
Aug. 26 — Saddleback
Sept. 2 — Osteens
INFO. 714-557-9243

CALENDAR

Calendar listings are a free CN service. Information, changes, and cancellations are the sole responsibility of the promoters...check on an event before going. All calendar info must be in writing and at CN by noon Thursday for the next issue. Send to CYCLE NEWS CALENDAR, Box 498, Long Beach, Ca. 90801.

Wednesday, Aug. 22

CMC MOTOCROSS
Ascot Park, Gardena, Cal. Open: 4:30 pm, sign by 6:30, race: 7:30. $5 per class. CMC license required.

CMC CLASS A SPEEDWAY
Orange County Int. Rcwy., Sand Cnyn Rd from Santa Ana Fwy, El Toro, Calif. Adm: $2.75. Start: 8pm.

D-36 SHORT TRACK
Minis and Sportsmen, Fremont Raceway, Fremont, Cal. Gates open 4 PM, practice 5 PM, race 7. $2.50 ride or watch. Info: 415/327-4461.

Thursday, Aug 23

CMC MOTOCROSS
Orange County Int. Rcwy., Cal. Open: 4:30, sign by 6:30, race: 7:30, $5 entry per class and CMC license.

BREA RECREATION DEPARTMENT BX
Olinda Elementary School, Brea, Calif. Start 2:00 pm, free entry. Take Carbon Canyon Road to Olinda. Info: call Brian at 524-1866.

Friday, Aug. 24

CMC MOTOCROSS
Irwindale, Cal. Open: 4:30, sign by 6:30, race 7:30, $5 per class and CMC license.

SHORT TRACK
Sonoma-Marin Frgnds., Petaluma, Cal. D-36. Ride: $3, watch: $2.50. Class C traction. Sign: 5, prac: 6, race: 7:30. 707/762-8581.

MOTOCROSS
Boise, Idaho. Open: 4, race: 7. Ride: $2, watch: $1.50. Camping. 208/344-3041 or 375-6863.

OWYHEE MC CLUB AMA MX
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry $2.25, race 7 pm. Watch $1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 208/375-6863 or 208/344-3041.

AMA PRO HALF-MILE
Ascot Park, Gardena, Cal. Ex; Jr; Nov. Sign 5:30 pm, race 8:30.

AME NIGHT MX
Indian Dunes, Valencia, Cal. Post entry Sportsman $5; Seniors $10. Watch, $2. 21% brass, 100% Senior payback. Sign up 6 PM, practice 6:45 PM, race 8. Info: 213/675-1922.

D-36 SCRAMBLES
Fremont Raceway, Fremont, Cal. All classes, plus Black Plate point race. Gates open 4 PM, practice 5, race 7. $2.50 race or watch. Silencers, kill buttons required. Info: 415/327-4461.

AMA SEMI-PRO MX
Placerville Fairgrounds, Placerville, Cal. Sign up 5, prac 5:45, race 7 PM. Pre entry $3, post $5. Gate $2.50. Info: 916/481-6560.

Saturday, Aug. 25

SEMI-PRO SCRAMBLES
Triple 'M' Raceway, Marysville, Cal. AMA. Sign: 4pm. $2.50 ride or watch. $200 purse for Ex and trophies for Sptmn.

D-36 WHITE PLATE SHORT TRACK
Sonoma County Fairgrounds, Santa Rosa, Calif. Signup 4-6 PM, practice 5-6, race 6:30. Watch $2, under 12 free with adult, over 65 free, pits $3.00. Info: 707/383-2731.

CRC MOTOCROSS
Arroyo [illegible]k, Devore, Cal. Beg; N[illegible], Int; Ex; 20% trophi[illegible] same day. 714/[illegible]8-1291 or 213/83[illegible]519.
Cancelled

TT SCRAMBLES
Elsinore Raceway, Elsinore, Calif. Gates open 4 pm, sign up 5 to 7:30, practice 6:30, race 8. Watch $1.50, race $2.00. Free camping, silencers required. Sunday practice $1.00 per bike. Info: 714/826-2386.

MORENO VALLEY MC MX
De Anza Park, 10 miles east of Riverside on US 60, take Theodore off. Sign in 7:30, race 9:00. Gate $2.00, race $4.00. Info: 714/735-1301.

AMERICAN TRI SPORT ASSOC. TT
395 Cycle Park, Adelanto, Cal. Gate $1.50. Info: 714/246-6109.

MOTOCROSS
Arizona Cycle Park, Phoenix, Ariz. Open: 5:30pm, prac til 7:30, race: 8. Race: $6, watch: $3. Beg; Nov; Am; Ex.

BRA ENSENADA 300
Baja Champions and Manufacturers Trophy points. Info: 903/762-2948.

CERA BAKER TO ASH MEADOWS ENDURO
Hwy. 127 North of Baker, Calif. One Star Night Enduro (Rally type). 125 easy miles. First rider out at 8:01 pm, lights and street legal, all classes. Mail entry $8.50, CERA members $7.50, Teams $9.50 per riders, CERA, PO Box 2102, Cypress, Calif. 90630. Include 2 Large SAS Envelopes. Info 714/527-4927. Big bash afterwards.

SUPER FUN MOTOCROSS
Saddleback Park, Irvine, Calif. No mail entry, $6 post entry. Three 20 minute motos. Gates open at 7:30. Experts $10. 100% payback. Info 714/557-9243.

SUPERFUN MX
Carlsbad International Raceway, Carlsbad, Cal. No mail entries. $5 post entry, three twenty-minute motos. Gates open 7:30. Experts $10 entry, 100% pay back. Info: 714/557-9243.

MOTOCROSS
Escape Country, Trabuco Canyon, Calif. 13 miles east of El Toro. Membership $5. All classes race. Gates open 7am, sign up until 8:30 am, practice 8am, race 9:30. Mail entry $3, phone entry $4, post entry $5. Experts mail $10, phone $11, post $15. Info 714/586-7964.

SAMMY MILLER TRIALS SCHOOL
Saddleback Park, Irvine, Cal. 25 Masters and Experts only, $15.00 each. Sponsored by Cycle World in preparation for January 1974 FIM Trials held in USA to determine World Trials Champion. Info: 714/639-5832.

D-36 SEMI PRO MX
Fremont Raceway, Fremont, Cal. 125, 250, Open classes. Info: 415/327-4461.

AMA D-36 SCRMABLES
3800 Depot Rd., Hayward, Calif. Practice & sign up 4 to 6, race 7:00. $2.50 ride or watch, $1.00 2nd motor.

D-36 SCRAMBLES
Vallejo Speedway, Vallejo, Calif. Mini, Nov 100; 125; 200; 250; Open, Am 125; 200; 250; Open, Ex. 125; 200; 250; Open. Gates open 4:30 pm, sign up 4:30 to 6:30, practice 5:30 to 6:30, race 7:30. Silencers required. $2.50 watch, 10-13 yrs. $1.50, under 10 free. Pits $3.00. Info 707/644-0741.

SRA CLASS A PRO SPEEDWAY
Town & Country Fairgrounds, Napa, Cal. Corner of 3rd St. & Silverado Trail. 8:00 PM. Info: P.O. Box 2415, Napa, Cal. 94558.

D-36 SEMI-PRO MX
Fremont Raceway, 11 miles north of San Jose on Hwy. 17. Durham Rd. exit off Nimitz Frwy. Nov, Jr, Ex. 125/250/Open. Entry $5 Ex. $4 Nov/Jr. $2.50 spectators, kids 13-16 $1, under 12 free, Blue Plate MX free. Sign up 3:30-6:15 PM, practice 5:00-6:15 PM, first moto 6:30. Info: 415/327-4461.

August 25-26

SCMA 3RD ANNUAL OVERNIGHTER
Santa Maria County Fairgrounds, Info: 805/922-4878.

Sunday, Aug. 26

ACA ROAD RACE
Willow Springs, Cal. West of Rosemond. Mail $10 to 1409 Cypress Pt. Rd., Placentia, Cal. 92670. Post: $15. 714/524-6984.

PMA ALL CLASS MX
Bay Mare, Somis, Ca. 40% brass for Beg; Nov; Int; 100% payback for Expert. Sign up 7 am, practice 8 am, first race 9 Info: 805/482-5220 e 805/647-4657.

D-37 TT SCRAMBLES
Corona Raceway, Corona, Calif. Gate open 7 am, sign up 8, race 9. Info: 714/870-5220.

D-37 HARE SCRAMBLES
Stoddard Wells Road Off I-15. No Pie Plates, trail novices all the way, two 35 mile loops. $4.50 entry/BLM, Rescue 3; points and hot hats to finishers. 9am start. Barstow MC.

AMC MOTOCROSS
Saddleback Park, Orange, Cal. No mail entry, $5 post. No membership required. 40% trophies same day. Experts $10, 100% payback. Gate: 6:30, prac. 7:30. Info: 714/832-4555.

RRA MOTOCROSS
Rawhide Park, Cal. Start: 9am. Enter: $6. Beg; Nov; Int; mini; oldster. 40% trophies. 213/921-5466.

ENSENADA 300
Santa Tomas, 28 mi S of Ensenada. 5/58 mi loops. Enter: $200/$5/$10. $120 plus back per entrant. Baja Racing Assoc., Box 1803, Calexico, Cal. 92231. 903/762-2948.

CRC DESERT TEAM RACE
Lucerne Valley, Camp Rock Road. Beg; Nov; Jr; Ex; mini; PP; young; old. 20% trophies. No membership. 2 riders on one or two bikes. 714/688-1291 for info.

MOTOCROSS
Goleta, Calif. Take US 101 to Los Carneros off ramp, west end of Santa Barbara Airport. All classes, PP & minis. Trophies same day. Entry $4.00. Sign up 8:00-8:30. Silencers required. Info: 805/967-5313.

POKER RUN
De Anza Park, 10 miles east of Riverside on US 60, take Theodore off. sing in 7:30, run 9:00. Trophies and prizes. Sponsored by Moreno Valley MC. Info: 714/735-1301.

D-36 SCRAMBLES
California Rodeo Grounds, North Main St., Salinas, Calif. Gates open 7:00 am, practice 7:30, sign up by 9:00, parade 10:30, race 11:00. Entry $2.50, spectator $2.50, 6-12 $1.00, under 6 free. Benefit for Elk's Cerebral Palsy Fund.

CALENDAR

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, Calif. Gates open 6:30 am, sign up 6:30-8:30, practice 7:30-8:30, race 9:00. Info: CMC, P.O. Box 1402, Costa Mesa, Calif. 92626. Camping at track.

CRC MX
Indian Dunes, Valencia, Calif. Info: 714/688-1291. Beg; Nov; Int; Sr; mini; old; PP; young. No membership required.

MOTOCROSS
Escape Country, Trabuco Canyon, Calif. 13 miles east of El Toro. Membership $5. All classes race. Gates open 7am, sign up until 8:30 am, practice 8am, race 9:30. Mail entry $3, phone entry $4, post entry $5. Experts mail $10, phone $11, post $15. Info 714/586-7964.

CRA MOTOCROSS
3-15 min. motos. All classes. Practice 7:30, race 9:00. $4 enter, $2 gate, $1 watch. No membership req. De Anza Cycle Park, 5 miles east of Sunnymead on US 60 — take Theodore offramp. Information 714/849-8481.

MX SWAP MEET
Rose Bowl, Pasadena, Cal. 9 Am to 3 PM. Sell, $5, Buy $1. Info: 213/588-7310.

AME MX
Muntz Cycle Park, Moorpark, Cal. Beg; Jr; Int; Sr; Mini; Old; PP. Silencers required. Sportsman classes $5 mail, $10 track; Seniors $10 mail, $15 track. AME membership, 3 plates. Gates open 6:30 AM, practice 8, race 9. AME, 13004 S. Washington, Hawthorne, CA 90250. Info: 213/675-1922.

D-36 HALF MILE
Napa Fairgrounds, Calistoga, Cal., 18 miles east of Santa Rosa. Gates open 8am, practice 10, mufflers required, class "C" traction. Black plates free, spectators $2.00, pits $3.00 plus AMA membership. Nov. 100; 125; 200; 250; 360: Jr. 200; 250, 360, Ex. 250; 360. Info: 415/457-1333.

CMC MOTOCROSS
Sunnyvale PAL Track, Sunnyvale, Ca. North on Mathilda Ave. from Hwy 101, ½ miles past Lockheed plant. Sr. entry $10 mail, $15 post; Jr., Old Timers, $6 mail, $8 post; Mini $3 mail, $5 post. Gate opens 6:30 am, practice 7:30, race 9:00. CMC license required. P.O. Box 1348, Cupertino, Calif. 95014.

D-36 HALF MILE
Calistoga, Cal., 18 miles east of Santa Rosa. Gates open 8am, practice 10, race 1pm. Silencers, mufflers required, class "c" traction. Black plates free, spectators $2.00, pits $3.00 plus AMA membership. Nov. 100; 125; 200; 250; 360, Jr. 200; 250; 360, Ex. 250; 360. Info: 415/457-1333.

BARF MX
Argyll Cycle Park, Campbell Ranch, Dixon, Calif. Nov/Am. Mail $6, Post $8. 30% Brass. Experts Mail $10, Post $15. 100% payback. All classes plus oldtimers (over 35) and Powder Puff. Send entries to BARF 3765 Washington Blvd. Fremont 94538. Ph. 415/657-0751.

OLD TIME FIELD MEET
At finish of CERA Baker to Ash Meadows night enduro. North of Baker on Hwy 127 to Lathrop Wells. $3 entry, post only. Start 11 AM. Over 40 class, plus 125, 250 and Open. MC'd by Ozzie Oswalt. Info: 714/527-4927.

D-37 HARE SCRAMBLES
Stoddard Valley, Cal., take I-15 to Stoddard Road off ramp. Entry $4.50, start 9 AM. Trail Novices all the way. No pie plates. Hot hats. Barstow MC.

ATA OBSERVED TRIALS
Mission Gorge, San Diego, take I-8 east to Mission Gorge Road, then three miles on Mission Gorge to Juniperro Serra Road. San Diego Bogwheelers. Info: 714/271-8845.

MOTOCROSS
Soledad Sands Park, Acton, Cal. Jr., Int. $8 post only. 40% brass, same day. Gates open 7, prac. 8-9, race 9. Take Hwy. 14 to Crown Valley Rd. exit and follow signs. Free entries. Info: 805/947-5151.

CMC MOTOCROSS
Sunnyvale PAL track, Sunnyvale, Cal. North on Mathilda Ave., off Hwy. 101, then ½ mile past Lockheed plant. Gate opens 6:30 AM, practice 7:30, race 9:00 AM. CMC license. Entry Sr. $10 mail, $15 post; Jr. $6 mail, $8 post; Mini $3 mail, $5 post. CMC, Box 1348, Cupertino, Ca. 95014. Info: 408/226-7265.

MOTOCROSS
Cal Am Raceway, Helvetia Park, Harbor Blvd. exit off I-80 west of Sacramento, Harbor Blvd. north to Hwy. 16, left 3 mile to track. Entry $5, spectators $2, under 12 free. Nov 125/250/Open, Am. 125/250/Open, Ex. 125/250/Open. Sign up starts at 7:30 AM. Free swimming pool for racers.

Tuesday, Aug. 28

OWYHEE MC CLUB AMA F.T.
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry $2.25, race 8 pm. Watch $1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 209/375-6863 or 208/344-3041.

POLITICAL ENDURO
San Diego County ORV Com., County Administration Agency, 1600 Pacific Hwy., San Diego, Cal. Room 351, 7:30 PM. Will establish work program for developing ORV site criteria, look at slide show of private parks. Hot dog! A government level actually doing something with green stickie money and county loot! Go!

Wednesday, Aug. 29

CMC CLASS A SPEEDWAY
Orange Cnty. Rcwy., Sand Canyon Rd, from I-5. Adm: $2.75. Start: 8pm.

SHORT TRACK
Minis and Sportsman. JO Series finale, leathers to high point, Bell helmets, other contingencies. Gates open 4 PM, race 7,. $2.50 ride or watch. Info: 415/327-4461.

CMC MOTOCROSS
Ascot Park, Gardena, Cal. Open: 4:30 pm sign by 6:30, race: 7;30. $5 per class. CMC license required.

Thursday, Aug. 30

CMC NIGHT MOTOCROSS
Orange County Rcwy., Sand Canyon Rd, from I-5. Open: 4:30, sign by 6:30, race: 7:30. $5 entry per class and CMC license.

BREA RECREATION DEPARTMENT BX
Olinda Elementary School, Brea, Calif. Start 2:00 pm, free entry. Take Carbon Canyon Road to Olinda. Info: call Brian at 524-1866.

AMA PRO SHORT TRACK
Antelope Fairgrounds, Lancaster, Cal. Class C, Nov/Jr/Ex, $1,200 purse. First race 8:30 PM. Adults $2.00 grandstand, $1.50 bleachers. Free fireworks after races. Entries to Agajanian Enterprises, P.O. Box 98, Gardena, Cal. 90247. Info: 213/323-5055.

Friday, Aug. 31

AMA SEMI-PRO MX
Placerville Fairgrounds, Placerville, Cal. Sign up 5, prac 5:45, race 7 PM. Pre entry $3, post $5. Gate $2.50. Info: 916/481-6560.

AMA PRO HALF-MILE
Ascot Park, Gardena, Cal. Ex; Jr; Nov. Sign 5:30 pm, race 8:30.

OWYHEE MC CLUB AMA MX
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry $2.25, race 7 pm. Watch $1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 209/375-6863 or 208/344-3041.

SHORT TRACK
Sonoma-Marin Frgrnds., Petaluma, Cal. D-36. Ride: $3, watch: $2.50. Class C traction. Sign: 5, prac: 6, race: 7:30. 707/762-8581.

CMC MOTOCROSS
Irwindale, Cal. Open: 4:30, sign by 6:30, race 7:30. $5 per class and CMC license.

D-36 SHORT TRACK
Turlock Fairgrounds, Turlock, Cal. Mini Cycles signup 5-6:30 PM, big bikes signup 5-7:00. Practice 5:30-6:30. First race 7:00. Silencers required. $2.50 ride or watch. Class C traction.

AME NIGHT MX
Indian Dunes, Valencia, Cal. Post entry Sportsman $5; Seniors $10. Watch, $2. 21% brass, 100% Senior payback. Sign up 6 PM, practice 6:45 PM, race 8. Info: 213/675-1922.

Saturday, Sept. 1

CRC MOTOCROSS
Arroyo Park, Devore, Cal. Beg; Int; Ex. 20% trophies same day. 714/628-1291 or 213/830-7519. Cancelled

MOTOCROSS
Arizona Cycle Park, Phoenix, Ariz. Open: 5:30 pm, prac til 7:30, race: 8. Race: $6, watch: $3. Beg; Nov; Am; Ex.

TT SCRAMBLES
Elsinore Raceway, Elsinore, Calif. Gates open 4 pm, sign up 5 to 7:30, practice 6:30, race 8. Watch $1.50, race $2.00. Free camping, silencers required. Sunday practice $1.00 per bike. Info: 714/826-2386.

MOTOCROSS
Moreno Valley MC, De Anza Park, 10 miles east of Riverside on US 60, take Theodore off. Sign in 7:30, race 9:00. Gate $2.00, Race $4.00. Info 714/735-1301.

D-36 SCRAMBLES
Vallejo Speedway, Vallejo, Cal. Nov. 100; 125; 200; 250; Open, AM 125; 200; 250; Open, Ex. 125; 200; 250; Open. Gates open 4:30 pm, sign up 4:30 to 6:30, practice 5:30 to 6:30, race 7:30. Silencers required. Info: 707/644-0741.

SUPER FUN MOTOCROSS
Saddleback Park, Irvine, Calif. No mail entry. $6 post entry. Three 20 minute motos. Gates open at 7:30. Experts $10. 100% payback. Info 714/557-9243.

MOTOCROSS
Escape Country, Trabuco Canyon, Calif. 13 miles east of El Toro. Membership $5. All classes race. Gates open 7am, sign up until 8:30 am, practice 8am, race 9:30. Mail entry $3, phone entry $4, post entry $5. Experts mail $10, phone $11, post $15. Info 714/586-7964.

D-36 SCRAMBLES
Fremont Raceway, Fremont, Cal. Gates open 3:30 PM, practice 5 PM, race 6:30 PM. $2.50 race or watch. Silencers, mufflers required. Info: 415/327-4461.

D-36 SHORT TRACK
Pioneer Arena, 9600 Pioneer Ave., Oakdale, Cal., Hwy. 120 betwn. Oakdale and Escalon. Entry $2.50. Signup 5-7, prac. 6-7, race 7:30. Class C. All classes. Silencers required. Info: 209/869-1457.

DRA SILVER CUP INVITATIONAL
50 top DRA riders riding for perpetual Silver Cup. Start 10 AM. Limed from California City. Entry by invitation only. Info: 714/346-9335.

CARLSBAD MX
Carlsbad Int. Racwy, Carlsbad, Ca. No mail entry or membership required. Three 20 min motos. $5 post, 40% trophies same day. $10 experts, 100% payback. Gate 7:30, prac. 8:30. AMC presentation. Info: 714/832-4555.

SUPERFUN MX
Carlsbad International Raceway, Carlsbad, Cal. No mail entries. $5 post entry, three twenty-minute motos. Gates open 7:30. Experts $10 entry, 100% pay back. Info: 714/557-9243.

September 1-3

SRA LABOR DAY FUNFEST
Limed from Tehachapi on Hwy. 202. Sunday Poker Run for whole family in trees and grass. Sunday night campfire/award presentation. Monday European Scrambles Grand Prix. Fun! Info: 213/320-1015.

CMC MX
French's Camping Resort, eight miles south of Garberville, Cal. east side of Hwy. 101. Sign up 6:30 AM Sun. and Mon. Entry $5 per rider. Sept. 1, Saturday, track open for practice. Races start at 9:30 AM each day. Sat. night Spaghetti feed, $1.25. Sun. and Mon. mornings pancake breakfast 75 cents. Camping reservations from French's Campground, Richardson Grove, Cal. New track. 40% trophies. Info: 707/247-3380.

Sunday, Sept. 2

AMA MOTOCROSS
Lake Madera, Cal. Sign 7:30, race 9. Enter: $5. Watch: $1.50. Trophies at track.

MOTOCROSS
Rawhide Park, Elsinore, Cal. Open: 8am, sign: 7, race: 9. Enter: $6, Ex: $10., 100% back. 40% trophies. Camping. 213/921-5466. Cancelled

D-37 TT SCRAMBLES
Corona Raceway, Corona, Calif. Gate opens 7 am, sign up 8am, race 9. Info: 714/870-5220.

CRC MX
Rawhide Park, Elsinore, Cal. Beg; Nov; Int; Ex; PP; mini; young; old. 40% brass same day. No membership. Info: 213/830-7519 or 714/688-1291.

MOTOCROSS
Muntz Cycle Park, Moorpark, Cal. Sponsored by Simi Valley Jaycees. $6 mail, $8 post entry. PP; Mini; 100 Jr; 125 Jr; 250 Jr; 250 Jr; Open Jr; Open Sr. Entries to P.O. Box 211, Simi Valley, Cal. 93065. Info: 805/527-7583 or 805/527-0073.

CMC RR
Orange County International Raceway, El Toro, Cal. Exit Santa Ana Frwy. at Sand Canyon Rd., or the San Diego Frwy. at Mounton Pkwy. $3,000 rider insurance. Adults $2.50, 8-12 yrs. $1.00. Info: 714/838-3593.

MOTOCROSS
By Moreno Valley MC. Practice 7:30, race 9:00. Three 15 min. motos. All classes. $4 race, $2 gate, $1 spectators. De Anza Cycle Park, 5 miles east of Sunnymead on US 60, take Theodore off ramp. Information 714/735-1301.

MOTORCYCLE & BICYCLE GP
Malibu Country Club, Encinal Canyon, Cal. First Invitational Tournament of Dirt Bikes. MC timed events, Grand Prix start at 10 AM. Bicycle timed events and GP start at 5 PM. Live dance band after race. A real naked Lady Godiva will cruise. Entry $4.00 for any or all events. Get invitation from P.O. Box 272, Malibu, Ca. 90265. Info: 213/457-7142.

DRA COMB. HARE & HOUND/EUROPEAN SCRAMBLES
Separate races. Beg. start 8:15, Nov. 10 AM, AM/EX 11:45 AM. Limed from California City. Arrive Saturday and watch the Silver Cup race. Info: 714/346-9335.

BARF MX
Special Trophy Race — 100% brass. Novice only. Argyll Cycle Park, Campbell Ranch, Dixon, Cal. Entry $6.00 Mail, $8.00 post. Spectators $2.50, kids under 12 free. All Novice classes plus Oldtimers and Powder Puff. Entries to BARF 3765 Washington Blvd., Fremont, Calif. 94538. Info: 415/657-0751. Was originally scheduled for Sand Hill Ranch.

SRA POKER RUN
Absolutely virgin territory limed from downtown Tehachapi on Hwy. 202. First rider out 8:00. Unusual terrain, but riding for whole family. Entry $6, post only. Info: 213/320-1015.

MOTOCROSS
Escape Country, Trabuco Canyon, Calif. 13 miles east of El Toro. Membership $5. All classes race. Gates open 7am, sign up until 8:30 am, practice 8am, race 9:30. Mail entry $3, phone entry $4, post entry $5. Experts mail $10, phone $11, post $15. Info 714/586-7964.

CMC MX
Saddleback Park, Irvine, Ca. Gates open 6:30 am, sign up 6:30-8:30, practice 7:30-8:30, first race 9:00. Jr & Int $5 mail entry, $10 post, Exp. $10 mil, $15 post. Riders covered by $3,000 medical insurance. CMC PO Box 1402, Costa Mesa, Ca. 92626.

CLOVERFIELD MX
Cloverfield Airport, Friendswood, Texas. Take I-45 to Choate Rd., and follow signs. Gates open 9:00 am, riders meeting 11:30, race 12:00. Practice for PP, Mini, and over 40 11:00-11:30. All classes, trophies, Exp. money. Silencers required. Watch $2.50, ride $4.00. info: 713482-7551.

CMC ROAD RACE
Orange County International Raceway, Tustin, Cal. Santa Ana Frwy. off at Sand Canyon exit. Gate open 6:30 AM, sign up 7. Entry $10, $2 more for extra class, post or mail to Manning Racing, 3407 W. Olive, Suite 102, Burbank, Cal. All classes, GP and production. Info: 213/842-7433.

CHRISTMAS VALLEY 100 CROSS CNTRY.
Christmas Valley, Oregon. Info: Klamath Basin MC Assn., Box 1631, Klamath Falls, Oregon. 503/884-8644.

SHORT TRACK
Antioch Fairgrounds, Antioch, Cal. Nov 125; 200; 250; 360: Jr 125; 200; 250; 360: Ex 125; 200; 250; 360. Sign up 3:30-5:30 PM, practice 5:00-6:00, race 7:00. Full leathers, mufflers, kill buttons, 3 number plates all required. Info: 415/757-2514 or 414/757-4400. Delta Dirt Riders MC.

MUSTACHE DAY
Day of recognition for mustache cultivators. Info: MGL, 3526 N. Oketo Ave., Chicago, Ill. 60634.

RAINIER BEER RR SERIES
Race 3 at Portland International Raceway (West Delta Park), Portland, Ore. GP/Prod/SC Classes. AMA Amateur event. Entry $11. Sign up & tech 8 AM. Free beer, jackets, Valvoline oil to racers. Poor man's Talladega. Info: 503/282-4215.

MARATHON
Fremont Raceway, Fremont, Cal. $6 entry, two man, two hour. 125 race at 9:30 AM, 250 race at noon, Open race at 2:30 PM. 20% brass. Info: 415/327-4461.

AMC MOTOCROSS
Orange County International Raceway, S.A. Frwy at Sand Canyon Exit. No mail entry or membership required. $5 post, 40% trophies same day. Experts $10, 100% payback. Gate: 7:00, prac. 8:00. Info: 714/832-4555.

SPORTS RIDERS ASSOC. OF COLO. MOTOCROSS
Berthoud, Colorado, north of Denver on I-25 to Berthoud Exit, then south 1 mile on frontage road. Amateurs $5, Expert $10, Amateurs race 9am, Expert 1 pm. $1000 cash to Experts and 30% trophies to Amateurs. Sign up Amateurs 7am, experts 12 noon. Admission $3, free camping. Valley Dirt Riders.

D-36 SPORTSMAN SCRAMBLES
Salinas Rodeo Grounds, Salinas, Cal. Part proceeds to charity, D-36 points. Semi pro $5 entry, full pay back. Pits $3, riders & mechanics only. Nov 100; 125; 200; 250; 350; 500; Open, Jr 125; 200; 250; 350; 500; Open, Ex 125; 250; 350; 500; Open. Gates open 7 am, practice 8, race 10. Info: 408/899-2401.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, Calif. For Beginners & Novices, but all classes welcome. Sign up 9:00 am, school 10:00, competition 12:00. Taught by leading Trials Masters. $5.00 for Trials, $2.00 for school. Info: 714/979-9233.

Monday, Sept. 3

PACIFIC COAST CHAMPIONSHIP HALF-MILE
San Jose County Fairgrounds, 344 Tully Road, San Jose, Calif. 2 pm. $3,000 purse. Adults $4.00, kids under 12 $1.00.

AMA SEMI PRO SHORT TRACK
Lodi Cycle Bowl, Lodi, Cal. Sign up 8:30 to 11am, practice 9 to 11:30, race at noon. All classes. Class C traction. Info: 209/462-0420.

D-37 EUROPEAN SCRAMBLES
Indian Dunes, Valencia, Cal. Sign up Sept. 1 from noon 'till dark, Sept. 2, 6:00 AM Start, 8:00. Info: 213/598-2650 or 213/421-0961. Cancelled

BX & MX
Malibu Country Club, Encinal Canyon, Cal. Last day of First Invitational Tournament of Dirt Bikes. Bicycle fun events start at 10 AM, MC practice for MCMX Championship starts at 11 AM. Prize and trophy presentations in evening. Naked lady will be there. $5 for MX, $1 for Bicycle events. Get Invitation from Box 272, Malibu, Ca. 90265. Info: 213/457-7142.

LABOR DAY MX
100% trophies to Beginners & Juniors. 50% cash payback to Seniors & Intermediates. 7 AM sign, 7:30 practice, 9 race. Three 15 minute motos per class. Entry fee: $7 Beg & Jr; $10 Seniors. 3 number plates. $2 gate, $1 watch. De Anza Cycle Park, 13 miles east of Riverside on US 60, take Theodore off ramp. Information 714/849-8481.

$3000 REGIONAL HALF MILE
Santa Clara County Fairgrounds, San Jose, Cal. Info: 415/327-4461.

SRA EUROPEAN SCRAMBLES GRAND PRIX
Virgin land. Pavement, TT terrain, grass, everyting. Nov., Beg. only. First race 8 AM. 20% brass. Limed from downtown Tehachapi on Hwy. 202. Info: 213/320-1015.

Tuesday, Sept. 4

OWYHEE MC CLUB AMA F.T.
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry $2.25, race 8 pm. Watch $1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 209/375-6863 or 208/344-3041.

Wednesday, Sept. 5

CMC MOTOCROSS
Ascot Park, Gardena, Cal. Open: 4:30 pm sign by 6:30, race: 7;30. $5 per class. CMC license required.

CMC CLASS A SPEEDWAY
Orange Cnty Rcwy., Sand Canyon Rd., from I-5. Adm: $2.75. Start: 8pm.

Thursday, Sept. 6

CMC NIGHT MX
Orange County Rcwy., Sand Canyon Rd. from I-5. Open: 4:30, sign by 6:30, race: 7:30. $5 entry per class and CMC license.

BREA RECREATION DEPARTMENT BX
Olinda Elementary School, Brea Calif. Start 2:00 pm, free entry. Take Carbon Canyon Rd. to Olinda. Info call Brian at 524-1866.

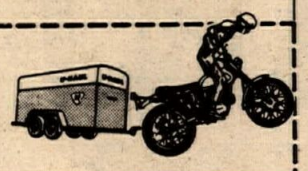
Friday, Sept. 7

MOVING?

Well, HOT DOG! That means you've got another coupon to fill out. After all, we have to send your Cycle News somewhere and what better place than your new address? So don't delay, do it today.

Fill out and mail to:

CYCLE NEWS
P. O. Box 498
Long Beach, Calif. 90801



Old Name _____

Old Address _____

Old City _____ Old State _____ Old Zip _____

New Name _____

New Address _____

New City _____ New State _____ New Zip _____

You must give us all this information or you will die!

LET US HELP!

If you are thinking about advertising your product or service, write us about it in detail. We'll be glad to suggest the kind and size of ad you should consider and tell you what it will cost. Cycle News, P.O. Box 498, Long Beach, Ca. 90801. (213) 427-7433.

LESS SOUND MORE GROUND

Off Road Vehicle Institute-SD

12th Annual Elk & Ramblers

AMATEUR SCRAMBLES MOTORCYCLE RACE

at California Rodeo grounds on north Main St., Salinas, CA.

SUNDAY AUGUST 26

Gates open 6:30 am, Practice 7:30, Sign-up Closes 9am SHARP. 1st race 11:00. AMA Dist 36 rules enforced. 250cc, Open & Sidehack Classes. Class C traction only. Entry $2.00, plus 50 cents Ambulance Fee. Added attractions are Rear Wheel Riding Contest, Sidehack Races, & a Suzuki TS-100cc Drawing. Also a Man Miles Trophy. Trophy for the best looking Competition rider and machine. For info: 408-758-0313. Black plate points given at this race.

ALL DONATIONS WILL BE FOR THE CEREBRAL PALSY FUND

CRC california racing club — membership not required

MOTOCROSS

40% trophies awarded same day. Results after each moto. Tape recorded scoring. No mail entries. Gates open — 7:00, Practice — 8:00, 1st Race — 9:30.

Fun For The Whole Family

AUGUST 26 — INDIAN DUNES
SEPTEMBER 2 — RAWHIDE
SEPTEMBER 16 — CARLSBAD
SEPTEMBER 23 — INDIAN DUNES

BEGINNERS - NOVICE - INTERMEDIATE - EXPERT - MINI - POWDER PUFF - SCHOOL BOY CLASS (under 16 yrs old) OLDTIMERS
(714) 688-1291 (213) 830-7519

30 MILE POKER RUN
AUGUST 26

By Moreno Valley MX
at De Anza Cycle Park
Gate $2.00, Run $5.00
Sign in 7:30, Run 9:00
Trophies & Things
5 mile course
Arrestors Required

15 miles east of Riverside on U.S. 60 Take Theodore off ramp to Ironwood & follow sign.

Info: 714-653-2633 or 714-735-1301

2nd Annual Cotton Boll National Enduro

Memphis, Texas

125+ mile enduro

October 8, 1973

Entries Close Oct. 1, 1973. No Post Entries. Send Standard AMA entry blank to: Track & Trail Riders Assoc., P.O. Box 9251, Amarillo, Texas 79105.

IRWINDALE RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS

CARLSBAD MX
EVERY SATURDAY
3-20 min motos
no membership
info 714-557-9243

CALENDAR

CMC MOTOCROSS
Irwindale, Cal. Open: 4:30, sign by 6:30, race 7:30. $5 per class and CMC license.

D-36 SHORT TRACK
Turlock Fairgrounds, Turlock, Cal. Mini Cycles signup 5-6:30 PM, big bikes signup 5-7:00. Practice 5:30-6:30. First race 7:00. Silencers required. $2.50 ride or watch. Class C traction.

OWYHEE MC CLUB AMA MX
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry $2.25, race 7 pm. Watch $1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 208/375-6863 or 208/344-3041.

AME NIGHT MX
Indian Dunes, Valencia, Cal. Post entry Sportsman $5; Seniors $10. Watch, $2. 21% brass, 100% Senior payback. Sign up 6 PM, practice 6:45 PM, race 8. Info: 213/675-1922.

AMA SEMI-PRO MX
Placerville Fairgrounds, Placerville, Cal. Sign up 5, prac 5:45, race 7 PM. Pre entry $3, post $5. Gate $2.50. Info: 916/481-6560.

CMC MX
Washougal Motocross Park, 30 minutes east of Vancouver, Washington on Washougal highway. Start 11:00 AM, entry $7 Expert, $5 Jr and Int. $1500 expert purse.

Saturday, Sept. 8

TT SCRAMBLES
Elsinore Raceway, Elsinore, Calif. Gates open 4pm, sign up 5 to 7:30, practice 6:30, race 8. Watch $1.50, race $2.00. Free camping, silencers required. Sunday practice $1.00 per bike. Info: 714/826-2386.

D-36 SHORT TRACK
Vallejo Speedway, Vallejo, Cal. Usual classes. Gates open 4:30pm, sign up 4:30 to 6:30, practice 5:30 to 6:30, race 7:30. Silencers required. Info: 707/644-0741.

SUPER FUN MOTOCROSS
Saddleback Park, Irvine, Calif. No mail entry, $6 post entry. Three 20 minute motos. Gates open at 7:30. Experts $10. 100% payback. Info 714/557-9243.

MOTOCROSS
Moreno Valley MC, De Anza Park, 10 miles east of Riverside on US 60, take Theodore off. Sign in 7:30, race 9:00. Gate $2.00, Race $4.00. Info 714/735-1301.

AMA D-36 SCRAMBLES
3800 Depot Rd., Hayward, Calif. Practice & sign up 4 to 6, race 7:00. $2.50 ride or watch, $1.00 2nd motor.

D-36 SEMI-PRO MX
Fremont Raceway, 11 miles north of San Jose on Hwy. 17. Durham Rd. exit off Nimitz Frwy. Nov, Jr, Ex. 125/250/Open. Entry $5 Ex. $4 Nov/Jr. $2.50 spectators, kids 13-16 $1, under 12 free, Blue Plate MX free. Sign up 3:30-6:15 PM, practice 5:00-6:15 PM, first moto 6:30. Info: 415/327-4461.

CARLSBAD MX
Carlsbad Int. Racwy, Carlsbad, Ca. No mail entry or membership required. Three 20 min motos. $5 post, 40% trophies same day. $10 experts, 100% payback. Gate 7:30, prac. 8:30. AMC presentation. Info: 714/832-4555.

D-36 SHORT TRACK
Pioneer Arena, 9600 Pioneer Ave., Oakdale, Cal., Hwy. 120 betwn. Oakdale and Escalon. Entry $2.50. Signup 5-7, prac. 6-7, race 7:30. Class C. All classes. Silencers required. Info: 209/869-1457.

SUPERFUN MX
Carlsbad International Raceway, Carlsbad, Cal. No mail entries. $5 post entry, three twenty-minute motos. Gates open 7:30. Experts $10 entry, 100% pay back. Info: 714/557-9243.

Sunday, Sept. 9

D-37 MOTOCROSS
De Anza Cycle Park, ten miles East of Riverside on US 60, take Theodore off. 7:00 sign, 7:30 practice, 9:00 race. $2 gate, $1 watch, $8 post entry, $5 mail entry. BMC, P.O. Box 921, Banning 92220. Information 714/849-8393 after 6.

LIBERATION CEREMONY
Petange, Luxembourg. Commemoration of liberation of Grand-Duchy by the allied forces. Ceremony at monument of the American soldier.

SCSCA POKER RUN
2100 Petaluma Blvd., North, Petaluma, Calif. Sign up 9-11 am. $2.50 to ride. Trophies.

D-37 TT SCRAMBLES
Corona Raceway, Corona, Calif. Gate opens 7am, sign up 8am, race 9 am. Info: 714/870-5220.

MOTOCROSS
Escape Country, Trabuco Canyon, Calif. 13 miles east of El Toro. Membership $5. All classes race. Gates open 7am, sign up until 8:30 am, practice 8am, race 9:30. Mail entry $3, phone entry $4, post entry $5. Experts mail $10, phone $11, post $15. Info 714/586-7964.

D-37 THREE LOOP HARE SCRAMBLES
Shadey Acres Race Course, limed from Lucerne Valley. $4.50 includes BLM. Grand Prix type finish. Rescue 3. Three 35 miles loops, triple fast, triple easy, triple fun, rock free, sidehacks OK. Special trophies. Stump Jumpers MC. Info: 714/962-7668.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, Calif. Gates open 6:30 AM, sign up 6:30-8:30, practice 7:30-8:30, first race 9:00. Jr & Int $5 mail entry, $10 post, Ex. $10 mail, $15 post. Riders covered by $3,000 medical insurance. CMC P.O. Box 1402, Costa Mesa, Ca. 92626. Camping at track.

BARF MX
Argyll Cycle Park, Campbell Ranch, Dixon, Calif. Nov/Am. Mail $6, Post $8. 30% brass. Ex. mail $10, post $15. 100% payback. All ordinary classes plus Oldtimers (over 35) and Powder Puff. Entries to BARF 3765 Washington Blvd., Fremont, Calif. 94538. Info: 415/657-0751.

D-38 TT SCRAMBLES
Dehesa Race Park, take I-8 east from San Diego, Harrison Canyon Rd. turnoff to Dehesa Rd., turn left and follow signs. Sign up 9:00 AM, practice 11:00, race at noon. Race $2.50, gate $1.50. Info: 714/477-7083.

MOTOCROSS
Cal Am Raceway, Helvetia Park, Harbor Blvd. exit off I-80 west of Sacramento, Harbor Blvd. north to Hwy. 16, left 3 mile to track. Entry $5, spectators $2, under 12 free. Nov 125/250/Open, Am. 125/250/Open, Ex. 125/250/Open. Sign up starts at 7:30 AM. Free swimming pool for racers.

AMC MOTOCROSS
Saddleback Park, Orange, Cal. No mail entry, $5 post. No membership required. 40% trophies same day. Experts $10, 100% payback. Gate: 6:30, prac. 7:30. Info: 714/832-4555.

Tuesday, Sept. 11

OWYHEE MC CLUB AMA F.T.
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry $2.25, race 8 pm. Wathc, $1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 209/375-6863 or 208/344-3041.

Wednesday, Sep. 12

CMC CLASS A SPEEDWAY
Orange Cnty Rcwy., Sand Canyon Rd., from I-5. Adm: $2.75. Start: 8pm.

CMC MOTOCROSS
Ascot Park, Gardena, Cal. Open: 4:30 pm sign by 6:30, race: 7:30. $5 per class. CMC license required.

Thursday, Sept. 13

CMC NIGHT MX
Orange County Rcwy., Sand Canyon Rd. from I-5. Open: 4:30, sign by 6:30, race: 7:30. $5 entry per class and CMC license.

BREA RECREATION DEPARTMENT BX
Olinda Elementary School, Brea Calif. Start 2:00 pm, free entry. Take Carbon Canyon Rd. to Olinda. Info call Brian at 524-1866.

Friday, Sept. 14

OWYHEE MC CLUB AMA MX
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry $2.25, race 7 pm. Watch $1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 208/375-6863 or 208/344-3041.

CMC MOTOCROSS
Irwindale, Cal. Open: 4:30, sign by 6:30, race 7:30. $5 per class and CMC license.

D-36 SHORT TRACK
Turlock Fairgrounds, Turlock, Cal. Mini Cycles signup 5-6:30 PM, big bikes signup 5-7:00. Practice 5:30-6:30. First race 7:00. Silencers required. $2.50 ride or watch. Class C traction.

AME NIGHT MX
Indian Dunes, Valencia, Cal. Post entry Sportsman $5; Seniors $10. Watch, $2. 21% brass, 100% Senior payback. Sign up 6 PM, practice 6:45 PM, race 8. Info: 213/675-1922.

AMA SEMI-PRO MX
Placerville Fairgrounds, Placerville, Cal. Sign up 5, prac 5:45, race 7 PM. Pre entry $3, post $5. Gate $2.50. Info: 916/481-6560.

Saturday, Sep. 15

TT SCRAMBLES
Elsinore Raceway, Elsinore, Calif. Gates open 4pm, sign up 5 to 7:30, practice 6:30, race 8. Watch $1.50, Race $2.00. Free camping, silencers required. Sunday practice $1.00 per bike. Info 714/826-2386.

MOTOCROSS
Escape Country, Trabuco Canyon, Calif. 13 miles east of El Toro. Membership $5. All classes race. Gates open 7am, sign up until 8:30 am, practice 8am, race 9:30. Mail entry $3, phone entry $4, post entry $5. Experts mail $10, phone $11, post $15. Info 714/586-7964.

SUPER FUN MOTOCROSS
Saddleback Park, Irvine, Calif. No mail entry, $6 post entry. Three 20 minute motos. Gates open at 7:30. Experts $10. 100% payback. Info 714/557-9243.

AMA SEMI PRO SHORT TRACK
Lodi Cycle Bowl, Lodi, Cal. Sign up 5:30 to 7:30 pm, practice 6:00 to 7:30 pm, race 8:00 pm. All classes. Class C traction. Info: 209/462-0420.

MOTOCROSS
Moreno Valley MC, De Anza Park, 10 miles east of Riverside on US 60, take Theodore off. Sign in 7:30, race 9:00. Gate $2.00, Race $4.00. Info 714/735-1301.

CARLSBAD MX
Carlsbad Int. Racwy, Carlsbad, Ca. No mail entry or membership required. Three 20 min motos. $5 post, 40% trophies same day. $10 experts, 100% payback. Gate 7:30, prac. 8:30. AMC presentation. Info: 714/832-4555.

CALENDAR

SUPERFUN MX
Carlsbad International Raceway, Carlsbad, Cal. No mail entries. $5 post entry, three twenty-minute motos. Gates open 7:30. Experts $10 entry, 100% pay back. Info: 714/557-9243.

D-36 SHORT TRACK
Pioneer Arena, 9600 Pioneer Ave., Oakdale, Cal., Hwy. 120 betwn. Oakdale and Escalon. Entry $2.50. Signup 5-7, prac. 6-7, race 7:30. Class C. All classes. Silencers required. Info: 209/869-1457.

AMA D-36 SCRAMBLES
3800 Depot Rd., Hayward, Calif. Practice & sign up 4 to 6, race 7:00. $2.50 ride or watch, $1.00 2nd motor.

September 15-16

AMA YOUTH DIV. MINICYCLE CHAMPIONSHIP
Rio Bravo MX Park, Houston, Texas. Info: 713/944-2400 days, 713/946-4989, nights.

Sunday, Sep. 16

NRA MOTOCROSS
Indian Dunes, Valencia, Calif. Beg; Jr; Int; Sr; PP; minis. 30% brass, cash payback to Sr. No membership, no mail entry. Info: 714/688-1291.

CRC MOTOCROSS
Carlsbad Raceway, Carlsbad, Ca. Info: 714/688-1291. Beg; Nov; Int; Sr; Mini; Oldster; PP; Youngster. No membership required.

D-37 TT SCRAMBLES
Corona Raceway, Corona, Calif. Gate opens 7am, sign up 8am, race 9 am. Info: 714/870-5220.

CMC MX
Saddleback Park, Irvine, Ca. Gates open 6:30 am, sign up 6:30-8:30, practice 7:30-8:30, first race 9:00. Jr & Int $5 mail entry, $10 post, Exp. $10 mil, $15 post. Riders covered by $3,000 medical insurance. CMC PO Box 1402, Costa Mesa, Ca. 92626.

CLOVERFIELD MX
Cloverfield Airport, Friendswood, Texas. Take I-45 to Choate Rd., and follow signs. Gates open 9:00 am, riders meeting 11:30, race 12:00. Practice for PP, Mini, and over 40 11:00-11:30. All classes, trophies, Exp. money. Silencers required. Watch $2.50, ride $4.00. info: 713482-7551.

D-36 HARE SCRAMBLES
Carson City, Nevada. Off 395 at Snider Ave. Mail $5 to Sacramento Jammers MC, 2611 Tronero Wy., Rancho Cordova, Ca. 95670. Post entry $7, start 11:00. Info: 916/363-6784.

AMC MOTOCROSS
Orange Country International Raceway, S.A. Frwy at Sand Canyon Exit. No mail entry or membership required. $5 post, 40% trophies same day. Experts $10, 100% payback. Gate: 7:00, prac. 8:00. Info: 714/832-4555.

NRA MX
Indian Dunes, Valencia, Cal. Beg; Jr; Int; Sr; PP; minis. 30% brass, cash payback to Senior. No membership, no mail entry. Info: 714/688-1291.

CRC MX
Carlsbad Raceway, Carlsbad, Calif. Info: 714/688-1291. Beg; Nov; Int; Sr; Mini; Oldster; PP; Youngster. No membership required.

D-36 SPORTSMAN SCRAMBLES
Salinas Rodeo Grounds, Salinas, Cal. Part proceeds to charity, D-36 points. Semi pro $5 entry, full pay back. Pits $3, riders & mechanics only. Nov 100; 125; 200; 250; 350; 500; Open, Jr 125; 200; 250; 350; 500; Open, Ex 125; 250; 350; 500; Open. Gates open 7 am, practice 8, race 10. Info: 408/899-2401.

CMC MX
Washougal Motocross Park, 30 minutes east of Vancouver, Washington on Washougal highway. Start 11:00 AM, entry $7 Expert, $5 Jr and Int. $1500 expert purse.

MOTOCROSS
Dirt Rider's Association race at Santa Clara PAL track, Hwy 237 to Lafayette St., Santa Clara. Near Alviso. Gates Open 7 AM, race 8:30. Entry mail $6 Nov, $10 Am/Ex; post $8 Nov, $15 Am/Ex. Mail to DRA, 2886 Rosario Ct., San Jose, Ca. 95132. Nov & Am 100; 125; 250; Open, Ex 125; 250; Open. 20% brass, 100% Ex. payback. Info: 262-0387.

Tuesday, Sept. 18

OWYHEE M.C. AMA FLAT TRACK
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry $2.25, race 8 PM. Watch $1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 209/375-6863 or 208/344-3041.

Wednesday, Sep. 19

CMC MOTOCROSS
Ascot Park, Gardena, Cal. Open: 4:30 pm, sign by 6:30, race 7:30. $5 per class. CMC license required.

CMC CLASS A SPEEDWAY
Orange Cnty Rcwy., Sand Canyon Rd., from I-5. Adm: $2.75. Start: 8 PM.

Thursday, Sept. 20

BREA RECREATION DEPARTMENT BX
Olinda Elementary School, Brea, Calif. Start 2:00 PM, free entry. Take Carbon Canyon Road to Olinda. Info: call Brian at 524-1866.

Friday Sept. 21

OWYHEE M.C. CLUB AMA MX
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry $2.25, race 7 PM. Watch, $1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 208/375-6863 or 208/344-3041.

AME NIGHT MX
Indian Dunes, Valencia, Cal. Post entry Sportsman $5; Seniors $10. Watch, $2. 21% brass, 100% Senior payback. Sing up 6 PM, practice 6:45, race 8. Info: 213/675-1922.

MORENO VALLEY M.C. MX
De Anza Park, 10 miles east of Riverside on US 60, take Theodore Off. Sign in 7:30, race 9:00. Gate $2.99, race $4.00. Info 714/735-1301.

AMA SEMI-PRO MX
Placerville Fairgrounds, Placerville, Cal. Sign up 5, prac 5:45, race 7 PM. Pre entry $3, post $5. Gate $2.50. Info: 916/481-6560.

D-36 SHORT TRACK
Turlock Fairgrounds, Turlock, Cal. Mini Cycles signup 5-6:30 PM, Big Bikes signup 5-7:30 PM. Practice 5:30-6:30. First race 7:00. Silencers required. $2.50 ride or watch. Class C traction.

CMC MOTOCROSS
Irwindale, Cal. Open: 4:30, sign by 6:30, race 7:30. $5 per class and CMC license.

Saturday, Sept. 22

CARLSBAD MX
Carlsbad Int. Racwy, Carlsbad, Ca. No mail entry or membership required. Three 20 min motos. $5 post, 40% trophies same day. $10 experts, 100% payback. Gate 7:30, prac. 8:30. AMC presentation. Info: 714/832-4555.

D-36 SEMI-PRO MX
Fremont Raceway, 11 miles north of San Jose on Hwy. 17. Durham Rd. exit off Nimitz Frwy. Nov, Jr, Ex. 125/250/Open. Entry $5 Ex. $4 Nov/Jr. $2.50 spectators, kids 13-16 $1, under 12 free, Blue Plate MX free. Sign up 3:30-6:15 PM, practice 5:00-6:15 PM, first moto 6:30. Info: 415/327-4461.

SUPERFUN MX
Carlsbad International Raceway, Carlsbad, Cal. No mail entries. $5 post entry, three twenty-minute motos. Gates open 7:30. Experts $10 entry, 100% pay back. Info: 714/557-9243.

AMA SEMI PRO SHORT TRACK
Lodi Cycle Bowl, Lodi, Cal. Sign up 5:30 to 7:30 PM, practice 6:00 to 7:30, race 8:00. All Classes. Class C traction. Info: 209/462-0420.

D-36 AMATEUR SCRAMBLES
3800 Depot Rd., Hayward, Cal. Signup 4 to 6 PM, practice 4 to 5:45, race 7:30. $2.50 ride or watch, $1.00 second bike. All classes, silencers under 92dbA required. Info: 415/276-9085.

SUPER FUN MX
Saddleback Park, Irvine, Calif. No mail entry, $6 post entry. Three 20 minute motos. Gates open at 7:30. Experts $10. 100% payback. Info: 714/557-9243.

TT SCRAMBLES
Elsinore Raceway, Elsinore, Calif. Gates open 4 PM, sign up 5 to 7:30, practice 6:30, race 8. Watch $1.50, race $2.00. Free camping, silencers required. Sunday practice $1.00 per bike. Info: 714/826-2386.

Sunday, Sept. 23

CRC MX
Indian Dunes, Valencia, Calif. Info: 714/688-1291. Beg; Nov; Int; Sr; Mini; Old; PP; young. No membership required.

MOTOCROSS
Rawhide Bike Park, Hwy. 71 between Perris and Elsinore, Cal. Practice 8 AM, Race 9:30 AM. $7 to race. They say this is the best prepared course in the area. Three 15 minute motos. Beg/Nov only. 30% brass.

TUBORG BEER CHAMP. CHALLENGE
AMA 20 lap mile. Also a Grand National Champion match race. At Golden Gate Fields, Albany, Cal. Practice at noon, first race 2 PM. Info: 415/526-3020.

D-37 MX
Goleta, Calif. Take US 101 to Los Carneros exit. Sign up 8:30. $5.00 mail, $8.00 post. Trophies same day. Minis, sidehacks welcome. Starters MC, Box 1153 Goleta, Ca. 93017. Info: 805/967-5313.

D-36 SPORTSMAN SCRAMBLES
Salinas Rodeo Grounds, Salinas, Cal. Part proceeds to charity, D-36 points. Semi pro $5 entry, full pay back. Pits $3, riders & mechanics only. Nov 100; 125; 200; 250; 350; 500; Open, Jr 125; 200; 250; 350; 500; Open, Ex 125; 250; 350; 500; Open. Gates open 7 am, practice 8, race 10. Info: 408/899-2401.

D-38 TT SCRAMBLES
Dehesa Race Park, take I-8 east from San Diego, Harrison Canyon Rd. turnoff to Dehesa Rd., turn left and follow signs. Sign up 9:00 AM, practice 11:00, race at noon. Race $2.50, gate $1.50. Info: 714/477-7083.

CMC MOTOCRSS
Carlsbad Raceway, Carlsbad, Calif. Gates open 6:30 AM, sign up 6:30-8:30, practice 7:30-8:30, race 9:00. Info: CMC, P.O. Box 1402, Costa Mesa, Calif. 92626. Camping at track.

AMC MOTOCROSS
Saddleback Park, Orange, Cal. No mail entry, $5 post. No membership required. 40% trophies same day. Experts $10, 100% payback. Gate: 6:30, prac. 7:30. Info: 714/832-4555.

1973 AMA National Motocross Championships

8-26	Sligo, KY.
9-1	Talledega, AL
9-9	New Orleans, LA

1973 AMA National Events

8-25	Indy, IN	Mile
9-2	Talladega, AL	RR
9-9	Atlanta, GA	Mile
9-16	Charlotte, NC	RR
9-30	Ontario, CA	RR
10-6	Gardena, CA	1/2

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LABOR DAY FUNFEST SEPT. 2&3
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Monday: EUROPEAN SCR. GRAND PRIX with pavement & all!!
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LIMED FROM DOWNTOWN TEHACHAPI ON HWY 202
Info: (213) 320-1015 (TROPHIES & PINS)

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NO MEMBERSHIP
3 20-min motos
For Info. 714-557-9243

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days
7am 'til dark
Moto-X Races every Sunday
2 miles west of Interst. 5
on Hwy 126 at Castaic
(805) 259-8000

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

Bizzorro says: "The only way to let the world know of your coming events is to publish a listing in the Cycle News Calendar. Wouldn't it be just peachy to have a team from New Zealand show up at your next Poker Run? And the best thing of all is it's FREE, FREE, FREE. Just fill in this handy coupon (natch) and mail it. Our crack calendar editor will do the rest. Then stand back and watch the crowd.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

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WANT ADS

1973 Husky 250 WR
Excellent condition, Waters skid plate, Universal seals, Filtron, Skyway silencer, $1,000. (714) 735-5231. (33)

8 Speed 250 Husky
Spring steel rims, ported, custom pipe, 450 rear and 350 front tires. Completely restored, must see, $850.00. Call Glen after 3:30 (213) 330-1520. (33)

Triumph Cheney
'71 — 500cc desert set-up. Also extra set gears, close ratio for Moto-X, $895.00. (213) 341-4911. (33)

'72 CZ 250
Excellent condition, many extras, must sell, $600. (714) 735-0238. (33)

HODAKA SUPER RAT, 21" Akront, tuned down pipe/silencer, plastic tank, Goldot levers, Pettys, Girling shocks, Diamond chain, MX pegs, much more, and extras, excellent cond., $350. (213) 848-0219. (33)

Yamaha Mechanic Wanted
Experienced mechanic only. Call or write: Orange County Cycle, Tom White, 13666 Harbor Blvd., Garden Grove, Calif. 92649. (714) 530-7340. (33)

Help Help
Young desert rider (14), short on coin, needs leathers, 28x30. (213) 966-5067. (33)

For Sale:
1969 Bulblasto Bastardo. One-Off Factory Prototype. 875cc Single Cylinder 2 Stroke. 133 H.P. —11,000 R.P.M. Guaranteed 150 M.P.H. PLUS! Overall Weight 207 lbs. Set up for Motocross, Desert & Suicide! Death of all previous owners forces sale. A real to-the-wall machine! (208) 375-6054. Send sample of chest hair with inquiries!

'71 HODAKA, 21", Cerianis F&R, high comp. head, 24mm carb. (213) 282-8058. (33)

1973 Yamaha 125 MX
Six months old, bars, pegs, fender & Curnutt shocks, real clean, $500.00. (213) 430-1132. (33)

'72 YAMAHA 250 MX. Near stock condition. Asking $550.00. (805) 251-1928 Saugus. (33)

'72 Swanson Built Ossa TT-ST
250 Ossa, Borch frame, disc brake, new engine and paint. Extra sprockets, parts and tools. Helmet to match, $2700 investment — asking $1500.00 or best offer. (707) 443-8703. (33/2x)

280 Orig. Mi. BSA Victor 441
'70 Victor Sp., mint, $850. '73 XL-250 less eng., rims, and forks, has license, $250. Greeves frame with leading link, Girlings, for 250-500 BSA-Tri. Single, $100. Deliver 250 mi. Trade for W.R. Husky. (805) 544-5727. (33)

'73, 250 CZ 5 Speed
Ridden 3 times, already setup, tools and extras, $1000 firm. (213) 472-9986. (33)

*** '71 Yamaha 250 MX $375 ***
Must sell, clean, runs good, extras. Call (805) 251-1641. (33)

OSSA SALE: '69 Stiletto, spare engine, Conical, skid plate, Barnett, more, $425 or best. Pioneer with first new tire, $400. Both perfect. (714) 745-4429. (33)

$550 for '72½ PENTON MX, runs excellent, porting, plastic fenders, 30mm Mikuni. (714) 825-5747. (33)

Want Maico 250 Basket Case
Need 250 engine, running or not. Will consider complete bike. (213) 289-4042. (33)

'71½ Bultaco Sherpa S
Ported, TSS pipe, cut flywheel, road racing piston, Diamond chain, heavy duty crown, $425. (213) 349-6276. (33)

HEY! BEGINNERS — Get into dirt riding. Easy with my reliable '70 Montesa 250, 4 speed — new piston, rings, rod & bearings, Konis, fast & clean, $350.00. (213) 887-0732. (33)

Trick Rider For Hire:
Able to leap up to 27 1957 Plymouths stacked on top of one another or entire pits of rabid Garter Snakes. Also expert promotion and public deception a specialty. Have bike and mouth will travel...Wire: ACE CHAINOIL ("I hope someone is watching!") Twin Falls, Idaho.

Basket Hodaka
Ceriani forks, Akront wheels, extended frame, tank, etc. Sell separately. (714) 542-1347. (33)

1972½ Penton
Fast, ridden only 5 times, Mettco porting, plastic fenders, $725.00 or $450.00 and resume payments. (213) 371-3487. (33)

'72½ CZ 250
Unbelievably clean & super fast. Want to buy 400 CZ to race in Old Timers but need to sell 250 first. $785.00. Call (714) 557-8779 after 6 p.m. (33)

1972½ HUSQVARNA 250 CR, 5 speeds, good condition, extra, $800.00. (213) 772-5046. (33/5x)

Suzuki 250 MX
Lowered, Girlings, ported, plastic fenders & tank, Cheng Shin tires, Webco fork kit, much more! $1300 into sale price $550 or best. Handles, reliable, fast. (213) 325-5485. (33)

'69 OSSA Stiletto, $400. '71 Triumph 500cc, $500. Good condition. (714) 597-2609. (33)

Free New Konis or PMC Tank
with 400 CZ. Perfect throughout, seldom ridden. When you see it, you'll buy it. Just like new. Ask for George, nights (213) 845-0516, weekdays 245-8761, Ext. 368. (33)

Excellent Opportunity
M/C Assoc. Mfg. business. Inquire: 2755 Dilturn St., Los Angeles, Ca., after 7:00 p.m. (33)

'72 Husky WR
Set up by Malcolm Smith, like A.C. Bakan's. Extremely quick and reliable. Must see to appreciate. Super buy, $1050.00. (714) 675-8998. (33/4x)

Three-Rail Trailer
1972 American, 1200 pound capacity, excellent condition, 1973 registration, $130. (213) 545-2082. (33)

Yamaha Sale, All Models
Ace Bike Shop, 1100 E. Artesia, Long Beach, (213) 423-7380. (33/2x)

Honda 250 Elsinore
3 months new, immaculate throughout, 450 Trelleborg. Moving back to 125's. ($975.00). (213) 347-3474. (33)

'70 Honda CL 350cc $395
Clean, xlent. condition, well maintained. Monterey Park (213) 281-5505 ask for Al. (33/2x)

Motorcycle Dealership
Owner retiring. Profitable Honda sales and service in southeastern San Joaquin Valley. Excellent facilities for sale or lease. New bikes (56) $29,381.00, Parts & accessories $40,000.00, shop & office furnishings & equipment $8700.00. Total $78,000.00. (209) 784-1386. (33/2x)

Harley-Davidson
New '72 Baja 100cc, $495.00. New '73 Baja 100cc, $545.00. New '72 Spring SX, $695.00. Harley-Davidson/Yamaha of Los Angeles (213) 749-6235. (33/4x)

WANT ADS

Fast 1973, 125 Noguchi Yam.
Super trick. $700 or best offer. For more info (714) 630-1382. (33)

'72, 125 BULTACO Pursang — excellent condition, left stock, must see! (213) 329-3053. (33)

1973 Yamaha 250 MX
Race ready — good condition, $650.00. (714) 492-4722. (33)

Yamaha 125, 1971
$298 firm. Pettys, Filtron unit, many extras. Call after 6:30 (213) 454-8681. (33)

Dangerously Fast
'73, 250 MX Yamaha. No dings at all. $725.00 firm. Call (213) 581-1768. (33)

Triumph Special
Late model 500 Triumph. Cams, big valves, springs, 40" pistons, 32mm carb., A/C lights, new chains & sprockets, 250 F-11 Kawasaki frame, $795.00. (714) 626-6849. (33)

1954 Ford Pickup
Excellent condition, rebuilt engine, trans-O.D., paint, rims, shell. Must see, $775. Call after 5:30 p.m. (714) 526-7329. (33)

LATE 1972 CZ 400. ABSOLUTELY immaculate, well maintained, Akronts, heavy spokes, Girlings, magnesium pegs, many extras. Sacrifice $800. Will deliver (805) 967-8817. (33)

3 Rail MC Trailer
Good condition, hardly used — bought van, $150.00. (714) 879-5347. (33)

125 Pursang
Super fast, good condition, many extras, $500. (805) 642-2591. (33)

Elsinore 250, Xlnt. Cond.
Why pay tax? $1150. (213) 697-5160. (33)

MX Leather Pants — Webco
Black with stripe, good condition. Only $40.00. (Size L) (213) 927-7458. (33)

1972 CZ
Excellent condition, carefully maintained, Filtron, Akronts, Konis, 5 Cross 8 gauge spokes. $900. Call after 6 p.m. (805) 646-7359. (33)

'74 Yamaha YZ 125
One week old, never raced. Just too fast for a 12 yr. old, $795.00. (213) 695-4718. (33)

'71 Ossa Stiletto
250. 5 speed, fiberglass like new, clean and quick, $495.00. (714) 595-4101. (33)

Yamaha Parts Man Wanted
Immediate opening at Harley-Davidson Yamaha of Los Angeles. Contact Dick Hutchins (213) 749-6235. (33/TFN)

'73 Hodaka Combat Wombat
3 months old, ridden four times, not raced, brand new condition, O.V.R. sticker, $650.00. (213) 444-6004. (33)

Must Sell Yamaha 100 MX '73
Excellent condition! Boag shocks, desert skid plate, front & rear Pettys. Never been raced, trail ridden only. $475 or best offer. (213) 724-9317. (33)

Penton Husky and Used Parts
'73, 125cc MX. Ported, Arnacos, Filtron, Rahms, cut pipe, new rear tire. '72 400cc, 5 spd. C.R., Filtron, Honda seals, plastic fenders, skid/plate, new rear. Bikes in excellent condition. Yam. AT1-CT1 parts. DT1-RT1 Bassani pipe, $30. 34mm Mikuni, never used, $25. '72 CZ, 250 top end w/Mikuni & complete front end. (213) 459-1309. (33/2x)

1971 KAWASAKI 350cc BIG HORN. New engine, plastic fenders, many, many extras, $550 and knee board, $35. (213) 430-7746. (33)

1971 Husky 400 $695
Doctor's bike, in excellent condition. All original, stored since December. (714) 687-5263. (33)

1972 CZ 400 $800.00
Like new, transistorized ign., Mikuni carb., Akront rims, 3 gas tank. Evenings (805) 527-4153. (33)

Take Your Pick
Two '72 Yamaha 360 MXs. Both bikes in xlnt. cond. (213) 448-5772. (33)

Rickman Hodaka
Bored, ported, high comp. head, Reed valve, two pipes, Filtron. Need the money for car and school, $395.00. Call after 5 o'clock (213) 448-5772. (33)

'72½ 125 Bultaco Pursang
Superfast: 34 Mikuni hooked up to special ported and polished cylinder. No races on completely rebuilt engine. Bike in excellent condition with many extras. Yours for $550 or offer. Call John: (714) 998-2640. (33)

Look! Husqvarna!!
'71¾ Husky. Like new, new alloy tank & stock tank, many extras, $750.00. (213) 359-5158. (33)

1973 Full Noguchi 125
Has everything, custom paint, xlent. condition, $850.00. (714) 772-3814. (33)

Greeves 250, Griffon 1973
Electronic ignition, Cerianis, Filtron, large barrel, $450 or best. (213) 845-6927, Burbank. (33)

New DKW's Below Dealer Cost
That's right! New '73 DKW's below COST! We also have a few Ossa Stiletto's we're selling BELOW COST! Suzuki, Lemon Grove (714) 461-1960. (33)

AJS 410 AJS
Excellent new condition, new Girlings, piston, paint. Best offer, $500. (714) 832-8751. (33)

1972 Bultaco, Matador, S.D.
Very good condition, many mods. $650.00. Call (213) 255-2811. (33/3x)

Poppy Unbreakable Super Rings
Now available for Hodaka, Wombat Combat, & Honda Elsinore 250. The Poppy Company, 820 No. Hollywood Way, Burbank, Calif. 91505. (213) 845-6766. (33/TFN)

Mechanic
Wanted Honda and, or Kawasaki mechanic. Experience only, top pay. Roy's Motorcycle Santa Ana, (714) 531-0742. Contact Mr. Steiner. (33/TFN)

Carabela — Ossa — Bandit
80cc MX, $359.00. 100cc MX, $399.00. 125cc MX, $525.00. 125cc Radial, $699.00. 200cc MX, $769.00. 250cc MAR, $915.00. Dirt Bike West, 7139 Canoga Ave., Canoga Park, Ca. (213) 340-6521. (33/3x)

Husky 250, 5 Speed
'72½ with extras — Waters plate, Honda seals, tool kit, more. Ridden little and looks it. Asking $875 but must sell. Also 3-rail trailer, $150. Call anytime (213) 799-3040. (33)

'73 Yam. 360 MX
Ridden 4 times, never raced, good condition, fast and dependable. $850.00 firm. (213) 397-8224. (33)

LATE '72 Yamaha 175 Enduro, excellent condition, expansion chamber, $350.00. (213) 963-6479. (33)

When You Gettin' Bike?
Bike is Honda 250 Elsinore, equipped with matched ports, 36 carb., extra sprocket, extra tires, center stand. Must sell, cheap. Any reasonable offer not refused. Brad (714) 530-3654. (33)

'70 YAMAHA 250 MX, A-1 shape, must sell, $425. (213) 963-7304. (33)

Wanted
Good running Sachs or DKW 125 engine. Pref. '70 or newer. Call Dave (213) 448-2666. (33)

1971 CZ 250. KONIS, Akronts front and rear, plastic fender and tank, J and H clean sweep downpipe, folding foot pegs, $650.00. (714) 982-5024. (33)

'72½ CZ 250
Super fast, runs perfect, Konis, Akront with Cross 4 laced wheel, Mikunis, pipe, plastic tank, Uni levers, Rahm fenders, very clean. $750 or best offer. (805) 642-4014. (33)

100 Kawasaki Trail Boss
Completely rebuilt, Ceriani forks, Girlings, new tires, strong. Ask for Bob or Joe (213) 357-3251. $225. (33)

Must Ride To Appreciate
1971 Kawasaki 175, street or dirt, Webco head, Turner pipe, many extras, top condition, runs clean, fast, and good, $450. (213) 634-0968. (33)

Fly Like A Bird!!!
Cycle Products Unlimited can put you in the air. Ultra light Hang Glider. For info call (or) write: C.P.U., 7427 Reseda Blvd., Reseda, Ca. 91335. (213) 345-7300. (33)

1973 Smuggler Close-Out
Used 1973 rental unit disposal, full equipped, excellent condition, 100% financing, factory warranty, 15-18 feet models below cost. (714) 537-2861. (33)

1971 Suz. 400
"Mint" condition, must see to appreciate, $595.00. (213) 429-1921. (33)

'71¾ CZ 125
Ported, Mikuni, new piston & rings, new bearings, seals, Filtron, new rear rim with H-D spokes, plastic tank, fenders, Konis, more, $450.00. Call (714) 638-8798. (33)

Ossa Stiletto 250
'72, good shape. Two pipes, skid plate, bars, gears, special Filtron, well maintained, $575.00. (213) 645-1746. (33)

'72¾ Bultaco Pursang 250
Stock engine, new piston rings, new knobby, Diamond chain, lock tighted, K&N, Preston Pettys, well maintained, runs strong, reliable, never broken. Asking $795.00. (213) 545-1837. (33)

'71 Yamaha 360
Ported, polished, lowered frame, Petty fenders, wide bars, spare barrel & parts. Must sell — going road racing — $550. (213) 456-8875. (33)

Super Sacrifice '72, 250 CZ
Must sell. Going into the service. This bike is fast and reliable. Has Akronts, Buchanan spokes, Mikuni, Petty fenders, Curnutt shocks, Honda seals, bash plate and tools. $685 or make offer, can finance. (714) 792-2364. (33)

'70, 125 Yamaha and Minibike
21" front, new Barum, Filtron, Bailey pipe, K&N bars, new top end, ported, plastic fenders, new paint. Swing arm changed. 5 HP Minibike. Wanted boy's leathers, 22W, 20L, boots 3 or 3½. Also '73 Yamaha Mini MX. (213) 545-8342. (33)

XL 250
Vesco tank, Mikuni, Venola, cam, Bassani, long swing arm, etc. Must sell. Only $625. (213) 790-0529. (33)

SUPER FAST 1972 Steen Hodaka. Webco head, 24 Mikuni, Filtron, PP fenders, ported, fresh. Ridden only by elderly girl!! A steal at $225.00. Santa Cruz (408) 475-3459. (33)

(Yamaha) Road Racer (TR3)
For immediate sale, good condition throughout. Brown fairing, Dunlops, $1650 firm. Write or call: 1618 S.W. Binkley, Oklahoma City, Okla. 73119. (405) 631-4055. (33)

'72½, 250 CZ. Transistor ignition, Sunburst head, Akronts, '73 tank, Mikuni, etc. $800. (213) 596-7142. (33)

1969 HUSQVARNA 400, new Akronts & knobs, great condition, $689.43. (714) 531-4514. (33)

Bultaco Used Parts
You name it, we have it — all models. (213) 896-6209. (33/3x)

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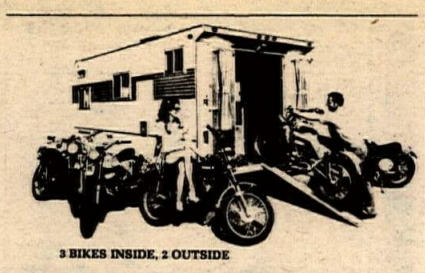

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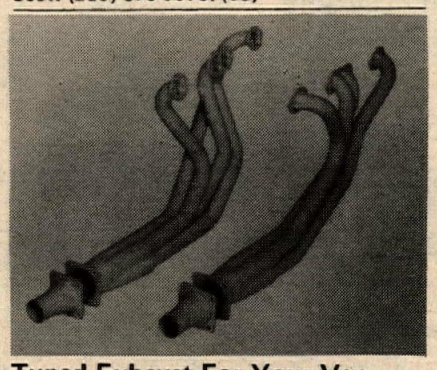

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Kawasaki G3TR 90 bore to 100. Filtron, excellent condition, Ceriani, Mavrick, plastic fenders, racing rotary valve, fast, special tank and seat, expansion chamber, fork brace and more. Must see, must sell, $245. (213) 430-7746. (33)

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Want A Yamaha YZ ?
But don't want to pay $1800! Gary Jones' practice bike. New shocks, knobby, chain, throttle w/parts, $850. (714) 595-2524. (33)

'71 "501" Maico
"Super Trick". Akronts, H.D. spokes, Konis, alloy brake and chain guide, Wheelsmith pegs and Filtron set up, K&N bars, 2 tanks, 3.50x21 and 4:50x18 engine completely gone through.1 clutch rides on ball bearings, very dependable. $900.00 or best. (213) 838-4276. (33)

'73 Combat Wombat
2 months old, just broken in, Pettys front & rear, weld-on silencer, extras, showroom condition. Sacrifice at $695.00 or best offer. (213) 823-1639. (33)

Wanted
Stock exhaust pipe for Kawasaki F8 '71, 250. Ask for Doug after 6 p.m. (714) 523-1509. (33)

'72, 380 CZ
Perfect condition, 6 months old, South Bay kit, Konis, plastic tank, Akronts. Fast, must sell, $950. (213) 360-7251. (33)

New 400cc CZ
on sale in the crate. Call Bob 1-(714) 278-6635. 7755 Othello St., San Diego, Ca. 92111. (33/4x)

B.S.
That's what most of these ads are. "Cherry, mint condition, showroom new," what a pile of malarky. The bikes are really just like mine, a '72, 125 Pursang. It is clean, well maintained, but it has its share of dings and little scratches too. It's been raced and has occasionally won. Unfortunately I have to sell it. Make me an honest offer for an honest motorcycle. Aft. 6 p.m. (213) 372-3885. (33)

SUZUKI 125 MX, $375. Must sell. Also Bell Star, $50. (213) 454-9492. (33)

HUSKY, 1972, 400, 4 speed. Honda seals, Filtron, Water skid-plate, J&R silencer. Extra gears & parts. Like new, $1000. (714) 897-6279. (33)

1973 YAMAHA 360 MX, 3 months old, 450 tires, $750.00. (213) 367-0652. (33)

'73 Yamaha 100 MX
Blue print porting and head work, 2 pipes, Girling shocks, Mettco rear fender, bars, grips, Filtron, pegs, make offer. Dave (213) 788-4089. (33)

Trick Yam. 100 MX
Many, many extras, $350 or best offer. (714) 630-1272. (33)

'70 Yamaha & Monster SL125
360 RT1 clean and fast, $450. Street or dirt-built '71 Honda LS 125, 750 piston, desert cam, modified exhaust, etc. Loves the desert, $350. Best deal takes both or separate. (213) 378-1783. (33)

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Montesa VR's In Stock
Competition Service, Inc. (213) 547-2203. (TFN)

'70 Triumph 650
Immaculate! Very low mileage, must see to appreciate. Asking $850. Call (213) 826-8223 after 6 p.m. (33)

Must Sell
Bultaco Sherpa S — 125cc, 1971. Ported, two pipes, cut flywheel, Petty fenders, lge. sprocket, Diamond chain — best offer. Days (213) 398-6777, eves. (213) 348-9618. (33)

Parts Counter Person
Experienced parts person needed. Top pay & benefits. In Orange County. Phone for appt. Tri City Cycle Center (714) 821-4710. (TFN)

250 PURSANG. CHERRY COND., must see to appreciate. $425 or best offer. (213) 335-8656. (33)

OSSA 250 HALF-MILER. Special frame, new engine, $900.00. Phone (714) 735-3043. (33)

'73 Suzuki 400 TM
Ridden one month, perfect condition. Must sell. It's a steal, $850.00. (714) 460-1845. (33)

1973 YAMAHA 250 MX. Bought 11-12-72, raced 4 times. Chrome-moly bars, Uni-levers, & filter, Trelleborg rear tire. $800.00 or offer. Dave at (714) 870-6889. (33)

1973, 400 GP HUSQVARNA. 212 lbs. ready to race, all the trick stuff. Bolt together frame, new tires. Also Maico parts, wheel, pipe, tank. John (714) 839-0150 or 870-6889. (33)

CZ Quality and Reliability
'70 CZ 250 MX. Mikuni carb., Akront rims, Cross three eight gauge spokes, down pipe, fiberglass tank. Plus extra up pipe and desert tank. Well maintained. Asking $549. (714) 629-0539 after 6 p.m. (33)

Yamaha 175 Enduro
Dirt ready, like new, $330.00. Steen 100cc, $195.00. Call (714) 842-4357 eve. or (714) 530-1522 day. (33)

1971 HUSKY 250 C.R., good cond., $595.00 firm. (213) 785-9569. (33)

'72 Suzuki TS-125
Gyt kit, never raced, excellent condition, over $700 invested, yours for only $450. (213) 347-7428. (33)

YAMAHA DT2-MX. EXCELLENT racing bike, new Konis, 4.50 Cheng Shin, 34 Mikuni, Filtron, 73 piston, immaculate condition, very fast. Only $600. (714) 637-2037. (33)

'69 CZ 250
Curnutts, Mikuni carburetor, stored one year, excellent condition. Must sell, $475. (714) 756-2174. (33)

1972, 1973, 250 Yamaha MX's
'72, extras, ported, Bassani pipe, Jones tank, Konis, Diamond chain, fast, reliable, $600.00. '73 has been ported, showroom condition, $800.00. (213) 429-0211. (33)

'71 MAICO 250 and Holsclaw Trailer. Bob (415) 326-1744. (33/2x)

HONDA C-110, 55cc. RESTORED throughout. Has SL-90 forks, ready for the dirt! $125.00. (213) 837-9940. (33)

'71 Penton 125
Pettys, Filtron, new rear Barum tire and Akront rim. Strong trans., clean, runs like new. Positively must sell, going back to school. Will accept first reasonable offer. Call before 9:00 p.m. (714) 962-0917. (33)

Large Box Trailer
Holds 4 bikes, 2,000 lbs. capacity. Large utility storage with 5 gallon sink. Full size wheels, Hadco design, 2 years old, $275.00. (714) 646-6285. (33)

'72 Ossa Stiletto
Top condition, many extras, third main bearing, Reh wheels, race ready. Super fast, $650.00. (213) 673-5562 during days, (213) 454-1544 evenings. (33/2x)

SHARP 1970, 250cc HUSKY — Lowered frame, Honda seals, skid plate, ready to go. $675 or trade. (213) 530-5630. (33)

Help
1971 Husqvarna 250 — 32 Mikuni, Honda seals, new tank, new rear tire, fast and reliable. First $650.00 takes it. (714) 847-8848. (33)

1973 YAMAHA 100 MX. PETTYS, 125 Reeds, matched and polished ports, 28mm Mikuni, plastic tank, Revell down pipe, milled head, and much more. In top condition, super dependable! $425.00. (213) 894-6925. (33)

Suzuki 125 TM
Raced few times, $600.00. (714) 494-5844. (33)

RD 350 Yamaha
Cherry RD 350, 2500 mi., $600.00. Ask for Mark, after 5:30 (213) 632-1005. (33)

'72 Husky 250 CR 5 Speed
Exlnt. cond., ported, never raced, comp. overhaul. All original — $350 and assume balance. See at 13154 Tripoli Ave., Sylmar, Calif. Call for appt. (213) 361-6718, ask for Sam — serious inquiries only. (213) 361-6718. (33)

'72½ Suzuki 250 MX
Plastic tank, 34mm carburetor, ports cleaned and matched, super fast! Immaculate, $550.00. (714) 842-7906. (33)

'73 Yamaha 250 MX
Must sell, exlt. condition with many extras, $800.00. Eves. (213) 968-4135. (33)

'72 Yamaha 250 MX
Clean and stock. 4.50 rear tire. I'm tired of my kid out running me. Too old I guess, $595.00. After 5 (213) 941-8249. (33)

1974 Yamaha 250 MX
$995.00 plus tax & license. Set-up. Harry D. Foster M/C, 10425 S. Vermont, Los Angeles, Ca. (213) 754-2811. (32/2x)

'70 BULTACO PURSANG, 327, ½ mile bike, spools, 36mm Mikuni, plated frame, custom paint, fast, reliable, good novice ride, immaculate cond. Must sell, first $500.00. (213) 477-4327. (33)

Ossa 250 TT Special '72
Excellent condition, spool front end, two pipes, two tanks, comp. release, more. Better than new, $750.00. (714) 636-2559. (33)

1972 Husky 400 CR
Ridden little, never raced, $900.00. Service forces sale. (213) 289-5259. (33)

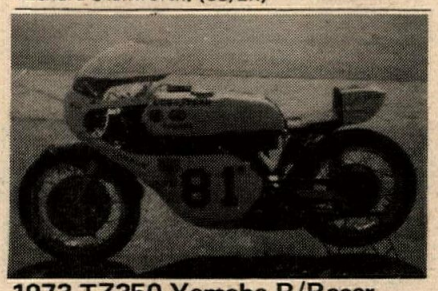
Wow! Mean Machine!!!
'66 Norton 750 street/scrambler. New tires, paint, electrics, excellent condition. Looks great! If you're man enuff, it's yours for only $595! (213) 348-9679. (33)

'69¾ Hodaka 100
Ceriani forks shocks, fork brace, high comp. head, racing piston, Filtron, custom up pipe, Maguras, desert pegs, new Rat cylinder, Circle sprocket, bash plate, helmet, $325.00/best. (213) 374-2307. (33)

1972 Bultaco/Astro
Custom chamber, Sky-way silencer, custom painted tank, custom upholstered seat, K&N bars, new tires, VERY CLEAN. $800.00 or best offer. Must sell. Call (714) 541-6213 after 5 p.m. or before 8:00 a.m. (33)

350 Alpina 1973
Less than 2 months old. 90 miles. It's the same as new since it's not broken in yet. Perfect condition. Sacrifice, $995.00. (213) 241-4887. (33)

*** Honda Mechanic Wanted ***
Minimum 3 yrs. experience, excellent working condition in large modern shop. Benefits, pay according to ability. Kolbe Cycle Sales, 22123 Ventura Blvd., Woodland Hills, Ca. 91364. (213) 348-7865. Ask for Rick Rogers or Richard Stanworth. (33/2x)



1973 TZ350 Yamaha R/Racer
Water cooled, freshly rebuilt, ready to race: Frendo brake lining, Vesco long swing arm, Dunlop tires, ridden to 20th place in 1973 Daytona 200 by Buddy Elmore, Not a used-up racer, but a Top-Notch piece of equipment. Call or write: Rathbun's Yamaha, 5509 E. Paisano Dr., El Paso, Tex. 79905. (915) 772-1215. (33/4x)

175 Bultaco Campera
Set up for MX, $250.00. Call (213) 324-8265. (33)

1972 125 Penton
Proven winner, fully equipped, excellent condition, $550.00. (805) 644-4830. (33)

Yamaha Mini Enduro
Bad knee forces sale, $225. (714) 535-5632. (33)

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New: top end, trans. & tires. Ready to race, $785.00. (714) 544-3379. (33)

'71 HUSQVARNA 400, perfect condition, $850. Call Dave, aft. 5 (213) 355-8957. (33)

Ossa Pioneer
'71, excellent, $550. After 6 p.m. (213) 962-1255. (33/2x)

Chaney-Husqvarna
400cc, Femsa, new top end, new frame, alloy tank & air box. $550 or sell separately. (714) 536-6432. (33)

'70 GREEVES FOR $400 or trade for HONDA Trail 90, '72 or '73 model. (213) 867-6193. (33/2x)

WANTED: Suzuki AS100 or AC100, must run. (213) 433-0677. (33)

'71 Bultaco Pursang
New carburetor & knobby, $500. Call evenings (213) 332-0094. (33)

Wanted
Full (or) part time M/C salesman with experience. Long Beach Honda, 5115 Atlantic, Long Beach, Ca. 90805. Ph. (213) 423-1433. (33/2x)

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***Dirt Diggers 1960 Scrambles ***

Maico*Maico*Maico*Maico*
B & V MOTORCYCLE. 159 E. Imperial Hwy., La Habra (714) 525-7606. (31/4x)

Wanted
Service Manager for Yamaha dealership. Good benefits. (213) 635-8058. (TFN)

Jim Pomeroy Rides Bultacos
My '70 Bultaco 175 that's super sano, well maintained, fast and fun, has PP fenders, J&R, electronic ign., extended swing arm, many other extras, is for sale ($350) or trade for enduro bike. Ask for Jim (213) 287-7151. (33)

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1969 CARDINAL CAMPER. Half cab-over, lots of storage. Stove, ice box, sleeps 4. Fits long bed pickup, $650. (714) 599-3681. (33)

YAMAHAS — '72, 360 MX, $600.00. PAIR 125 MX's, $350.00 ea. Ready to race, extra, barrels, heads, pistons, rings, carb. Many more extras, too many to list. (714) 530-3812. (33)

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1971 Mini Enduro — plastic fenders, downpipe, strong seat, new bars, 17" front, new piston and rings, $115.00. (213) 797-4488. (33)

WANT ADS

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1973 — Suzuki 250. Arnaco shocks, xlnt. condition — $675.00. (213) 340-8292. (32/2x)

BULTACO '72, 250 Pursang, seldom ridden, extras, $700. (213) 243-9333. (32/2x)

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Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. Phone: (213) 836-5211. (TFN)

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Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P.O. Box 8535, Fountain Valley, Ca. (2/TFN)

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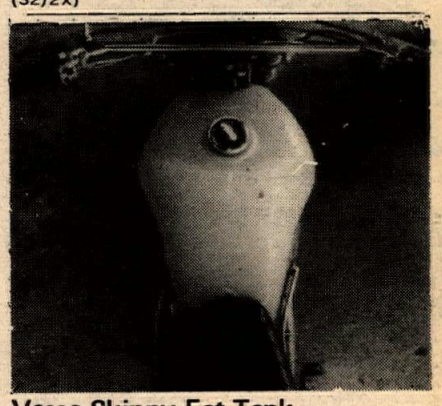
Petty fender, Akront rim, bars, new knobby tires, exc. shape. $495.00. (213) 348-7865. (32/2x)



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1973 Suzuki, Gyt kit, 21" wheel, wife's racer. $349/offer. (213) 397-4972. (33)

'73 SUZUKI TM 250, excellent condition, $650.00. (714) 995-4780. (33)

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Radial head, new top end, excellent condition. Best offer. (714) 729-9026. (33)

'68 Triumph
New engine, 500cc, good condition, $1000. (213) 429-0357. (33)

1972 Chevy Luv
Wide tires, mag wheels, custom paint, low mileage, $2,500.00. Service forces sales. (213) 289-5259. (33)

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327 Corvette engine, many special high performance parts added. New paint, new upholstery, new 3-speed Turbo Hydro with Hurst floor shifter, alloy wheels, new airshocks, much $ spent — asking $1200. (213) 723-3523. (33)

'69 HODAKA 100. AKRONTS, plastic levers, comp. head, lengthened swinging arm and fork kit. $300. (714) 539-4886. (33)

New Dunlop RR Tires
KR76 — 300x18, KR96 — 300/25x18. $90.00. (213) 723-3523. (33)

WANT ADS

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Sachs engine, Husky rear hub, Yamaha front, Konis, X4 Akronts, 180 lbs. Handles great — 4 hrs. on bike, $750.00. (213) 340-8292. (32/2x)

1970 HUSQVARNA, new engine, excellent condition. Must sell, $675.00. (714) 673-2943. (32/3x)

'71½ CZ 250, VERY CLEAN and fast, Konis, plastic tank, Honda seals, Filtron, Bassani quiet pipe, Magura levers, Akronts, Diamond chain, extra gearing, factory tools, folding pegs, $595. (213) 363-7327. (32/2x)

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Curnutt shocks, Ceriani forks, fresh engine, $250.00. (213) 830-8149 or 830-0840. (32/4x)

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Ossa, Yankee, Hodaka, Steen's, Carabela. 3 yr. plus clientele, netted $26,000. Full price, equipped, approx. $45,000.00. Good location, going business, pays its way plus — retiring. 2268 El Camino, Mt. View, Ca. (415) 964-6622. (32/4x)

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I need any type of J.A.P. Speedway bike parts. Cash or will trade Honda parts. Call Jim (714) 839-6300. (32/2x)

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Jerry Branch flows and ports racing heads for champions. Going racing? Call Jerry at (213) 595-4659. 1637 E. Burnett, Long Beach. (7/TFN)

'70½ HONDA SL 100, runs great, knobbies, street or trail, $150. (213) 363-7327. (32/2x)

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'71 Yamaha 125cc T.T./Flat Track racer. Super fast, super trick, extras. Asking $500. '71 Honda SL 100, ridden very little, 1,400 miles. Asking $300. Call Mark at (213) 851-5940. (32/2x)

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Engine rebuilt, trans. & clutch OK. Mikuni, Konis, Akront front, raced only once, still sharp, 1st reasonable offer. (213) 447-2606. (32/2x)

Rickman 1972, 125 MX
Ported, Mikuni, exc. shape, $495.00. (213) 348-7865. (32/2x)

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SALES, SERVICE, PARTS, COMPETITION SERVICES, INC., 1244 No. Gaffey St., San Pedro (213) 547-2203. (TFN)

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Yamaha salesman, full or part time. Also full-time mechanic. (213) 635-8058. (32/TFN)

Wanted: Motorcycle Route Salesman
with existing routes to represent Torsten Hallman Racing Inc. Representatives needed in Northern Calif., Central Calif., & Northern Nevada. For complete info contact Chuck Ramage, Torsten Hallman Racing, 5345 Timken, Suite L, La Mesa, Ca. 92041. All replies held in strict confidence. (32/2x)

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Suzuki TM-400, fast but reliable. $450 or offer. (213) 396-4487. (32/2x)

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Six rides — too fast for me. Ported, etc. (213) 843-1255. (32/2x)

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Brand new 350 Yamaha, water cooled. New 250 TD3 roadracers. Used 250 TD3 roadracers, used 250 TD2 roadracers, used 350 TR2 roadracers, used 350 TR3 roadracers. Many spare parts, new & used. Spare 250 engines. Spare 350 engines. Plenty of spare roadrace tires. Krober ignitions, 2—250 half-milers, 1—200 Yamaha production, 1—250 Suzuki production, 1—250 Yamaha production, Daytona seats. Call 8:30 to 5:00 (714) 465-9700 Dave Evans. (TFN)

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Super setup MXer — 36mm Mikuni, Bassani up pipe, Akront, engine like new, 3 gal. tank, Konis. Best offer over $550 takes it by 7/1/73. Call (714) 892-8206. (TFN)

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Limited production super bike. Features include 750cc V2 engine, chromed bores, shaft drive, Koni shocks, Borrani rims, electric start. A real ego booster capable of 140 M.P.H. Truly a hand-made precision machine. 2,700 on clock. Price $2,000 or best offer. (714) 493-9790. (31/3x)

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Mean Muther
'73 TM 250, street legal, super cherry. Must see, $700 firm. Days (714) 884-6831, eves. (714) 883-9879. (30/4x)

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Parts personnel, male or female. Also salesman and bookkeeper for Honda/Kawasaki agency. Top pay for top personnel. Contact William Steiner for appt. Roy's Motorcycles (714) 531-0742. (TFN)

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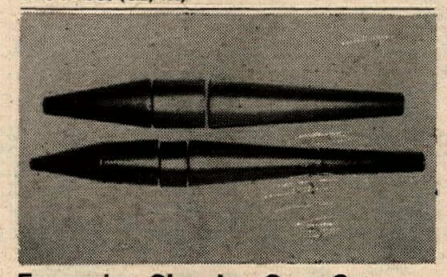

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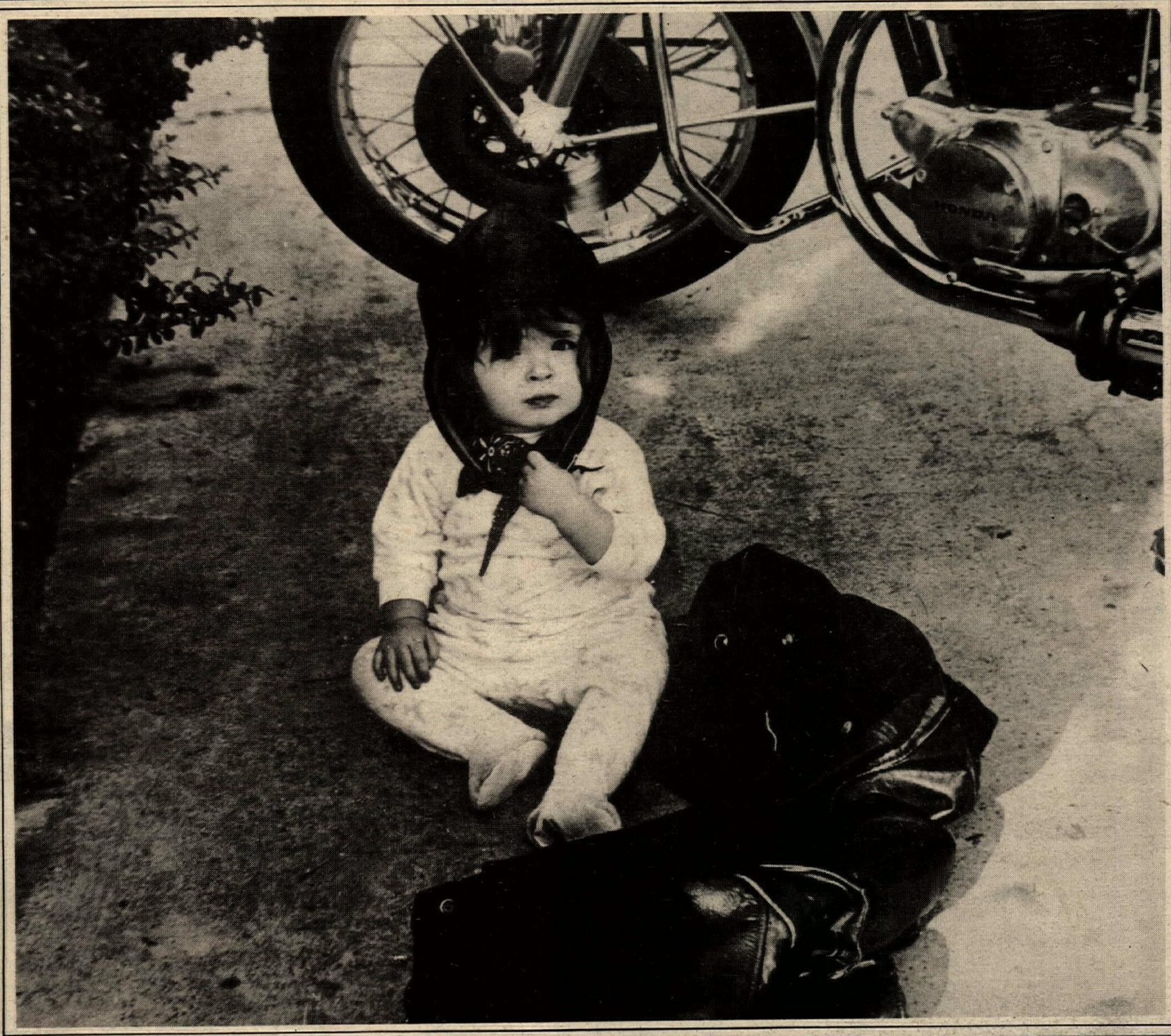

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